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No. 21

SEVENTH ANNUAL REPORT

OF THE

Commissioners of Railroads

TO THE

GOVERNOR OF NORTH DAKOTA

AND THE

YEAR ENDING JUNE 30, 1896.

BISMARCK, N. D.
FROST, SELLER PRINTERS AND BINDERS
1896.

North Dakota. Public Service Commission,

SEVENTH ANNUAL REPORT ^{of}

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LETTER OF TRANSMITTAL.

OFFICE COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., November 1, 1896.

To HON. ROGER ALLIN,

Governor of North Dakota:

SIR: As required by law we have the honor to submit to you the Seventh Annual Report of the Commissioners of Railroads for North Dakota for the year ending November 1, 1895, together with the annual reports for the fiscal year ending June 30, 1896, of the following six railway companies, viz.: Northern Pacific Railroad Co.; Great Northern Railway Co.; St. Paul, Minneapolis and Manitoba Railway Co.; Minneapolis, St. Paul and Sault Ste. Marie Railway; Chicago, Milwaukee and St. Paul Railway Co., and the Chicago and Northwestern Railway Co.

Respectfully submitted,

JOHN W. CURRIE, Chairman.

GEO. H. KEYES,

JOHN J. WAMBERG,

Commissioners.

J. E. PHELAN, Secretary.

SEVENTH ANNUAL REPORT.

The past year in North Dakota has been a satisfactory one in line of business and general conditions relating to traffic.

The yield of crops in North Dakota was very much less than a year ago so that all the railways had ample facilities for handling promptly all freight offered.

All railway managements within the state during the past year have shown a gratifying desire to comply with all legal requirements and also afford shippers and patrons every accommodation possible for the transaction of business.

The attitude of shippers has been very conservative and the general policy on the part of railway managements to accommodate and comply with all reasonable requests made by patrons has resulted in avoiding cause for grievance and created a very good feeling.

ANNUAL INSPECTION OF RAILWAY PROPERTY.

As required by law the commissioners of railroads, during the months of August and September, inspected the various lines of railroad in the state and at the same time considered all complaints regarding defective service, coming to their notice.

Commencing with the Northern Pacific Railway Company August 24th, and continuing to August 28th, inclusive, all lines of the company within the state were carefully inspected. This property, as usual with regard to the condition of roadway, station buildings, grain elevators, grain loading platforms, rolling stock and general facilities for handling business, was found in good condition. A general freedom from complaints characterized the trip.

The Great Northern railway lines were inspected, from September 7th to 11th, inclusive. Much improvement on this line in the matter of constructing loading platforms has been accomplished during the past year; also several sidetracks and new station buildings built. Agents have been provided at several stations before without such service. An active interest was taken by the management in all complaints appearing with promise of good results. The general condition of the Great Northern property and service is good.

The property of the Chicago, Milwaukee and St. Paul Railway is in good shape, the branch lines of this company within the state being in excellent condition.

The Minneapolis, St. Paul and Sault Ste. Marie Railway ("Soo" Line) is in good shape and provided with all necessary facilities for business tributary to its line.

The Chicago & Northwestern Railway, being but 14.28 miles, is also in good shape.

NATIONAL CONVENTION OF RAILROAD COMMISSIONERS.

The convention was held at Washington, D. C., May 19, and 20, 1896, North Dakota being represented by Chairman John W. Currie.

Proceedings of this convention will be found in the publication of same, titled "Interstate Commerce Commission, Eighth Annual Convention of Railroad Commissioners, May, 1896." Copies of this report can be obtained by addressing Edward A. Mosely, secretary, Washington, D. C.

GRAIN ELEVATORS AND WAREHOUSES.

The following is a list of loading platforms and elevators with capacity of same, located on the different lines of railway operating in North Dakota, corrected to date.

ELEVATORS, WAREHOUSES AND PLATFORMS

On the Northern Pacific Railway, in North Dakota, November 1, 1896.

MAIN LINE.

Station.	Buildings.	Capacity.	Proprietor.	Remarks.
Fargo	Elevator	100,000	Consolidated Ele. Co.	Not Operated
"	Elevator	40,000	Magill & Co.	
Haggart.....	Platform	3 Cars	Northern Pacific	
Canfield ...	Platform	4 Cars	Northern Pacific	
"	Platform	1 Car	W. H. Wright	
Mapleton.....	Elevator	30,000	Monarch Ele. Co.	Rebuilt August, 1891
"	Elevator	35,000	Great Western Ele. Co.	Add. 15,000 bu. Cap. 1895.
"	Elevator	40,000	Consolidated Ele. Co.	Rebuilt July, 1895
"	Elevator	30,000	M. T. Dill	Private
"	Platform	5 Cars	Northern Pacific	
Greene	Elevator	14,000	Eli Greene	Private
"	Platform	3 Cars	Northern Pacific	
Dalrymple.....	Elevator	80,000	O. Dalrymple	Private
"	Elevator	52,000	O. Dalrymple	Private
"	Platform	3 Cars	Northern Pacific	
Casselton.....	Elevator	70,000	Consolidated Ele. Co.	
"	Platform	3 Cars	Northern Pacific	
Sydney	Platform	10 Cars	Northern Pacific	
Wheatland	Elevator	35,000	Monarch Ele. Co.	
"	Elevator	40,000	Great Western Ele. Co.	Add. 15,000 bu. Cap. 1895.
"	Elevator	50,000	Consolidated Ele. Co.	
"	Platform	2 Cars	Northern Pacific	
Munger's Siding.	Warehouse	15,000	Munger & Markell	Op. by T. B. Dawson (Private)
Magnolia.....	Platform	4 Cars	Northern Pacific	
Buffalo.....	Elevator	35,000	Monarch Ele. Co.	
"	Elevator	40,000	Great Western Ele. Co.	Add. 15,000 bu. Cap. 1895.
"	Elevator	25,000	W. J. Hawk	
"	Warehouse	10,000	T. A. Quirk	On private property
"	Platform	2 Cars	Northern Pacific	

ELEVATORS, WAREHOUSES, PLATFORMS, ETC.

N. P. MAIN LINE—CONTINUED.

Station.	Buildings.	Capacity.	Proprietor.	Remarks.
Tower City.....	Elevator	40,000	Monarch Elevator Co.	
"	Elevator	40,000	Consolidated Ele. Co.	
"	Platform	2 Cars	Northern Pacific	
Oriska.....	Elevator	25,000	Great Western Ele. Co.	
"	Elevator	14,000	Monarch Elevator Co.	Formerly Van D. H. & Co
"	Elevator	30,000	Consolidated Ele. Co.	
"	Platform	2 Cars	Northern Pacific	
Baird.....	Platform	2 Cars	Northern Pacific	Earth
"	Elevator	15,000	J. M. Dennett	
Valley City.....	Elevator	40,000	Monarch Elevator Co.	
"	Elevator	30,000	Great Western Ele. Co.	
"	Elevator	50,000	Consolidated Ele. Co.	
"	Elevator	35,000	Farmers' Alliance	Op. by W. H. McPherson
Berea.....	Elevator	20,000	Jas. Johns & Co.	Built 1895, rebuilt 1896
Hobart.....	Elevator	20,000	Cargill Elevator Co.	
Sanborn.....	Elevator	30,000	Cargill Elevator Co.	
"	Elevator	60,000	Consolidated Ele. Co.	Closed 1896
"	Elevator	20,000	Olsen & Cox	
"	Platform	2 Cars	Northern Pacific	
Eckelson.....	Elevator	30,000	Consolidated Ele. Co.	
"	Platform	2 Cars	Northern Pacific	
Urbana.....	Platform	1 Car	Northern Pacific	
Spiritwood.....	Elevator	40,000	Cargill Elevator Co.	
"	Warehouse	3,000	E. J. Gleason	
Bloom.....	Platform	1 Car	Northern Pacific	
Jamestown.....	Elevator	40,000	Monarch Elevator Co.	
"	Elevator	60,000	Consolidated Ele. Co.	Closed 1896
Eldridge.....	Elevator	20,000	Monarch Elevator Co.	
"	Platform	2 Cars	Northern Pacific	
Windsor.....	Elevator	15,000	Monarch Elevator Co.	Closed since 1891
Tappen.....	Elevator	20,000	Monarch Elevator Co.	
Dawson.....	Elevator	40,000	Consolidated Ele. Co.	

ELEVATORS, WAREHOUSES, PLATFORMS, ETC.

N. P. MAIN LINE —CONTINUED.

Station.	Buildings.	Capacity.	Proprietor.	Remarks.
Dawson'.....	Platform	2 Cars	Northern Pacific	
Steele	Elevator	15,000	Jas. Johns & Co.	
"	Eleyator	30,000	Great Western Ele. Co.	
"	Platform	2 Cars	Northern Pacific	
Sterling	Warehouse	8,000	Consolidated Ele. Co.	
"	Warehouse	3,000	Geo. F. Putnam	Closed 1896
McKenzie	Elevator	15,000	B. F. Scoville	
Burleigh	Elevator	10,000	Moore Bros.	
Bismarck	Elegator	10,000	Bismarck Elevator Co.	
Mandan	Warehouse	8,000	F. H. Bingenheimer	
New Salem.....	Warehouse	10,000	N. D. Mill. Association.	
"	Warehouse	8,000	A. O. Schallern & Co.	Op. by John Bloodgood
"	Warehouse	10,000	Farmer's Union.	
"	Elevator	10,000	A. F. Dietz	Built 1896
Sims	Warehouse	1,000	A. L. Zimmerman	
Glen Ullen	Warehouse	3,000	Barnes & Nelson	
"	Warehouse	5,000	Mandan Mer. Co.	
Hebron.....	Warehouse	6,000	H. Hollst	
"	Warehouse	6,000	F. Dichtenmueller	
Antelope	Warehouse	8,000	Mandan Mer. Co.	
Richardton	Warehouse	15,000	N. D. Mill. Association.	
"	Warehouse	5,000	W. A. McClure & Co.	
Taylor.....	Warehouse	3,000	N. D. Mill. Association.	
Gladstone	Warehouse	20,000	Lee & Lee	

ELEVATORS, WAREHOUSES, PLATFORMS, ETC.

FARGO AND SOUTHWESTERN BRANCH.

Station.	Buildings.	Capacity.	Proprietor.	Remarks.
Cotters	Elevator	12,000	Consolidated Ele. Co.	Erected 1895
"	Platform	2 Cars	Geo. Osgood	
"	Platform	2 Cars	Northern Pacific	
Horace	Elevator	25,000	Great Western Ele. Co.	Erected 1895
"	Elevator	15,000	Consolidated Ele. Co.	
"	Platform	1 Car	Northern Pacific	
Warren	Elevator	20,000	Monarch Elevator Co.	Erected 1895
"	Platform	1 Car	W. M. Miller	
"	Platform	2 Cars	Northern Pacific	
Davenport	Elevator	30,000	Consolidated Ele. Co.	Erected 1895
Woods	Elevator	40,000	Consolidated Ele. Co.	
"	Elevator	.....	Monarch Elevator Co.
"	Platform	1 Car	Northern Pacific	Erected 1895
Leonard	Elevator	30,000	Great Western Ele. Co.	
"	Elevator	15,000	Monarch Elevator Co.	
"	Platform	2 Cars	Northern Pacific	Erected 1895
Coburn	Elevator	20,000	Monarch Elevator Co.	
Sheldon	Elevator	20,000	Monarch Elevator Co.	
"	Elevator	30,000	Great Western Ele. Co.	Closed 1896
"	Elevator	30,000	Southwestern Ele. Co.	
"	Platform	3 Cars	Northern Pacific	
Buttzeville	Elevator	40,000	D. H. Buttze	Operated by State Bank
"	Elevator	30,000	Consolidated Ele. Co.	
"	Platform	2 Cars	Northern Pacific	
Lisbon	Elevator	20,000	Monarch Elevator Co.	Operated by B. C. Arbogast. Built 1895
"	Elevator	30,000	Great Western Ele. Co.	
"	Elevator	40,000	Consolidated Ele. Co.	
"	Elevator	15,000	Lisbon Elevator Co.	Operated by B. C. Arbogast. Built 1895
"	Elevator	10,000	Dakota Elevator Co.	
Elliott	Elevator	15,000	Great Western Ele. Co.	
"	Elevator	20,000	Monarch Elevator Co.	Operated by B. C. Arbogast. Built 1895
"	Elevator	12,000	Consolidated Ele. Co.	

ELEVATORS, WAREHOUSES, PLATFORMS, ETC.

FARGO SOUTHWESTERN BRANCH—CONTINUED.

Station.	Buildings.	Capacity.	Proprietor.	Remarks.
Elliott.....	Platform	2 Cars	Northern Pacific	
Englevale	Elevator	30,000	Monarch Elevator Co.	
"	Elevator	18,000	Great Western Ele. Co.	
"	Elevator	30,000	Consolidated Ele. Co.	
Verona.....	Elevator	30,000	Monarch Elevator Co.	
"	Elevator	25,000	Consolidated Ele. Co.	
"	Platform	1 Car	Northern Pacific	
La Moure.....	Elevator	60,000	Consolidated Ele. Co.	
"	Elevator	30,000	Monarch Elevator Co.	Add. 10,000 bu. cap. 1895
"	Elevator	40,000	Downing Farm Ele.	Private
"	Platform	2 Cars	Northern Pacific	
Berlin	Elevator	30,000	Consolidated Ele. Co.	
"	Platform	2 Cars	Northern Pacific	
Medberry	Elevator	30,000	Consolidated Ele. Co.	Closed 1896
"	Platform	2 Cars	Northern Pacific	
Edgeley	Elevator	18,000	Consolidated Ele. Co.	Jas. Johns & Co., Les.
"	Warehouse	8,000	Jas. Johns & Co.	
"	Platform	3 Cars	Northern Pacific	

ELEVATORS, WAREHOUSES, PLATFORMS, ETC.

SANBORN, COOPERSTOWN & TURTLE MOUNTAIN BRANCH.

Station.	Building.	Capacity	Proprietor.	Remarks.
Lowry	Platform	2 Cars	Northern Pacific	Erected 1895
Odell	Elevator	20,000	Monarch Elevator Co.	Closed 1896
"	Elevator	25,000	Cargill Elevator Co.	
"	Platform	2 Cars	Northern Pacific	
Booth Spur.....	Platform	2 Cars	Northern Pacific	
Dazey	Elevator	30,000	Cargill Elevator Co.	
"	Elevator	20,000	Monarch Elevator Co.	Rebuilt November, 1895
"	Elevator	30,000	Great Western Ele. Co	
"	Platform	2 Cars	Northern Pacific	
Hannaford	Elevator	20,000	Cargill Elevator Co.	
"	Elevator	10,000	Olsen & Cox	
"	Platform	2 Cars	Northern Pacific	
Cooperstown	Elevator	30,000	Monarch Elevator Co.	
"	Elevator	50,000	Cargill Elevator Co.	
"	Elevator	40,000	Great Western Ele. Co.	
"	Elevator	30,000	Olsen & Cox	
"	Platform	2 Cars	Northern Pacific	

ELEVATORS, WAREHOUSES, PLATFORMS, ETC.

JAMES RIVER VALLEY BRANCH.

Station.	Building.	Capacity	Proprietor.	Remarks.
Ypsilanti.....	Warehouse	10,000	Monarch Elevator Co.	
"	Warehouse	20,000	Consolidated Ele. Co.	Closed 1896
"	Platform	2 Cars	Northern Pacific	
Montpelier	Warehouse	10,000	Monarch Elevator Co.	Closed 1896
"	Warehouse	20,000	Consolidated Ele. Co.	
Adrian	Warehouse	10,000	Monarch Elevator Co.	
"	Platform	1 Car	Northern Pacific	
Dickey	Warehouse	10,000	Monarch Elevator Co.	Closed 1896
"	Ele. & W.	34,000	Jas. Johns & Co.	25,000 bu. Ele. built 1895
"	Elevator	15,000	Consolidated Ele. Co.	
"	Platform	1 Car	Northern Pacific	
Grand Rapids ...	Elevator	20,000	Monarch Elevator Co.	
"	Warehouse	8,000	Consolidated Ele. Co.	
"	Platform	2 Cars	Northern Pacific	
Glover	Elevator	25,000	Monarch Elevator Co.	
"	Elevator	20,000	S. Glover	
"	Platform	2 Cars	Northern Pacific	
Oakes	Elevator	25,000	Monarch Elevator Co.	T. F. Marshall, lessee

ELEVATORS, WAREHOUSES, PLATFORMS, ETC.

JAMESTOWN & NORTHERN BRANCH.

Station.	Building.	Capacity	Proprietor.	Remarks.
Parkhurst	Warehouse	8,000	J. McGinnis	Closed 1896
Buchanan.....	Elevator	20,000	Monarch Elevator Co.	
"	Platform	2 Cars	Northern Pacific	
Pingree.....	Warehouse	10,000	Monarch Elevator Co.	Closed 1896.
"	Elevator	40,000	Consolidated Ele. Co.	
"	Platform	1 Car	Northern Pacific	
Edmunds.....	Elevator	80,000	Consolidated Ele. Co.	
Melville	Elevator	15,000	Monarch Elevator Co.	
"	Elevator	80,000	Consolidated Ele. Co.	Closed 1896.
"	Platform	4 Cars	Northern Pacific	
Farquar.....	Platform	8 Cars	Northern Pacific	Erected 1895.
Carrington	Elevator	20,000	Monarch Elevator Co.	
"	Warehouse	5,000	Jas. Johns & Co.	Closed 1896.
"	Elevator	80,000	Consolidated Ele. Co.	
"	Platform	8 Cars	Northern Pacific	
Garland	Platform	2 Cars	Northern Pacific	Erected 1895.
Sykeston	Ele. & W.	85,000	Monarch Ele. Co.	
"	Platform	8 Cars	Northern Pacific	Earth.
Guptill.....	Driveway	3 Cars	Northern Pacific	(Earth) Erected 1895.
Barlow.....	Elevator	25,000	Monarch Elevator Co.	
"	Elevator	10,000	Jas. Johns & Co.	
"	Platform	2 Cars	Northern Pacific	
New Rockford ..	Elevator	25,000	Great Western Ele. Co.	Rebuilt 1895.
"	Elevator	25,000	Monarch Elevator Co.	
"	Elevator	15,000	Geo. F. Putnam	
"	Elevator	7,000	Dakota Elevator Co.	Opr. by B. G. Arbogast.
"	Elevator	40,000	Consolidated Ele. Co.	
"	Platform	2 Cars	Northern Pacific	
Sheyenne.....	Elevator	20,000	Jas. Johns & Co.	
"	Elevator	12,000	Geo. F. Putnam	
"	Platform	2 Cars	Northern Pacific	
Oberon.....	Elevator	20,000	Monarch Elevator Co.	
"	Elevator	15,000	Consolidated Ele. Co.	

ELEVATORS, WAREHOUSES, PLATFORMS, ETC.

JAMESTOWN & NORTHERN BRANCH—CONTINUED.

Station.	Building.	Capacity	Proprietor.	Remarks.
Oberon.....	Elevator	2,500	Jas. Johns & Co.	Built 1895.
"	Platform	1 Car	Northern Pacific	
Minnewaukan....	Elevator	25,000	Great Western Ele. Co.	
"	Elevator	35,000	Consolidated Ele. Co.	
"	Elevator	20,000	Wm. Plummer & Co.	Built 1895.
"	Embankment	6 Cars	.....
Brinsmade.....	Elevator	20,000	Jas. Johns & Co.	
"	Elevator	30,000	Great Western Ele. Co.	Built 1896.
"	Platform	2 Cars	Northern Pacific	
Leeds.....	Elevator	14,000	Geo. F. Putnam	

ELEVATORS, WAREHOUSES, PLATFORMS, ETC.

NORTHERN PACIFIC, FERGUS AND BLACK HILLS BRANCH.

Stations.	Buildings.	Capacity.	Proprietor.	Remarks.
Wahpeton.....	Elevator	30,000	Consolidated Ele. Co.	Closed 1895
"	Platform	3 Cars	Northern Pacific	
Stevenson's	Platform	3 Cars	Northern Pacific	
"	Platform	3 Cars	Northern Pacific	
Farmington	Elevator	15,000	Monarch Elevator Co.	
"	Elevator	30,000	Dwight F. & L. Co.	Private
Fairview Junc...	Platform	3 Cars	Northern Pacific	
Adams	Elevator	90,000	W. P. Adams	Private
"	Platform	3 Cars	Northern Pacific	
Woodruff	Platform	2 Cars	Northern Pacific	
Great Bend.....	Elevator	35,000	Monarch Elevator Co.	
"	Elevator	35,000	Monarch Elevator Co.	
"	Platform	5 Cars	.....
Bayne	Elevator	40,000	Keystone Land Co.	Private
"	Platform	2 Cars	Northern Pacific	
Downing.....	Elevator	35,000	Downing Farm	Private
Mooreton	Elevator	30,000	Consolidated Ele. Co.	
"	Warehouse	10,000	Monarch Elevator Co.	Closed 1896
Wyndmere	Elevator	40,000	Consolidated Ele. Co.	
"	Platform	2 Cars	Northern Pacific	
DeLaMere	Warehouse	25,000	Consolidated Ele. Co.	
"	Elevator	15,000	Andrews & Gage	
"	Platform	2 Cars	Northern Pacific	
Milnor	Elevator	30,000	Consolidated Ele. Co.	
"	Elevator	35,000	Monarch Elevator Co.	
"	Warehouse	15,000	M. & W. Grain Co.	
"	Warehouse	5,500	A. Ziesner	On private property
"	Platform	2 Cars	Northern Pacific	

ELEVATORS, WAREHOUSES, PLATFORMS, ETC.

MANITOBA DIVISION.

Stations.	Buildings.	Capacity.	Proprietor.	Remarks.
Kelly's	Elevator	20,000	Brooks Elevator Co.	Of ties and dirt
"	Elevator	15,000	Thorpe Elevator Co.	
"	Platform	1 Car	Northern Pacific	
Meckinock	Elevator	20,000	Monarch Elevator Co.	
"	Elevator	80,000	Brooks Elevator Co.	
"	Elevator	25,000	Consolidated Ele. Co.	} Closed 1896 } On private property
"	Platform	1 Car	Northern Pacific	
Beans	Elevator	81,000	Monarch Elevator Co.	
"	Elevator	20,000	Consolidated Ele. Co.	
"	Elevator	15,000	Thorpe Elevator Co.	
"	Platform	1 Car	Northern Pacific	Op. by Jacobi Ele. Co.
Galby	Elevator	20,000	Brooks Elevator Co.	
"	Elevator	35,000	Monarch Elevator Co.	
"	Elevator	40,000	Consolidated Ele. Co.	
"	Warehouse	5,000	J. M. Gagan	
"	Platform	3 Cars	Northern Pacific	Op. by Jacobi Ele. Co.
Johnstown	Elevator	25,000	Monarch Elevator Co.	
"	Elevator	10,000	Brooks Elevator Co.	
"	Elevator	20,000	William Stead	
"	Platform	1 Car	Northern Pacific	
Forest River....	Elevator	40,000	Consolidated Ele. Co.	Op. by Jacobi Ele. Co.
"	Elevator	16,000	Thorpe Elevator Co.	
"	Elevator	20,000	Monarch Elevator Co.	
"	Platform	1 Car	Northern Pacific	
Voss	Elevator	20,000	Thorpe Elevator Co.	
"	Elevator	35,000	Monarch Elevator Co.	Op. by Jacobi Ele. Co.
"	Elevator	40,000	Consolidated Ele. Co.	
"	Platform	2 Cars	Northern Pacific	
Kellogg	Elevator	25,000	Great Western Ele. Co.	
"	Platform	300 ft l'ng	Made by private parties	
Grafton	Elevator	20,000	Monarch Elevator Co.	Closed 1896
"	Elevator	16,000	Thorpe Elevator Co.	
"	Elevator	20,000	Consolidated Ele. Co.	

ELEVATORS, WAREHOUSES, PLATFORMS, ETC.

MANITOBA DIVISION—CONTINUED.

Stations.	Buildings.	Capacity	Proprietor.	Remarks.
Cashel.....	Elevator	24,000	Consolidated Ele. Co.	Elevator and Annex
"	Elevator	85,000	Monarch Elevator Co.	
"	Elevator & Warehouse	40,000	Victoria Elevator Co.	
"	Platform	1 Car	Northern Pacific	
Elora	Elevator	30,000	Monarch Elevator Co.	Closed 1896.
"	Elevator	30,000	Consolidated Ele. Co.	
"	Mound	32 ft. long	Northern Pacific	
Drayton	Elevator	20,000	Monarch Elevator Co.	
"	Elevator	35,000	Minn. & Dak. Ele. Co.	Closed 1896.
"	Elevator	16,000	Thorpe Elevator Co.	
"	Elevator	40,000	Consolidated Ele. Co.	
"	Elevator	20,000	Cargill Elevator Co.	
"	Warehouse	2 Cars	Thos. McDonald	On private ground.
"	Platform	2 Cars	Northern Pacific	
Pittsburg.....	Elevator	20,000	Monarch Elevator Co.	On private ground.
"	Elevator	30,000	Consolidated Ele. Co.	
"	Elevator	7,000	H. L. Crandell	
Bowesmont.....	Elevator	20,000	Monarch Elevator Co.	Rebuilt 1895.
"	Elevator	35,000	Minn. & Dak. Ele. Co.	Closed 1896.
"	Elevator	15,000	D. A. McDonald	On private property.
Joliette.....	Elevator	15,000	Victoria Elevator Co.	Closed 1896.
"	Elevator	30,000	Consolidated Ele. Co.	
McArthur	Elevator	20,000	Monarch Elevator Co.	Closed 1896.
"	Warehouse	12,000	Pembina G. & E. Co.	Closed 1896.
Pembina.....	Elevator	20,000	Monarch Elevator Co.	
"	Elevator	15,000	Victoria Elevator Co.	
"	Warehouse	12,000	Pembina G. & E. Co.	
"	Platform	1 Car	Northern Pacific	Built 1895.

ELEVATORS

On the Right of Way of the Great Northern Railway Company in the State
of North Dakota, November 1, 1896.

BRECKENRIDGE DIVISION, TINTAH AND MISSOURI RIVER BRANCH.

Location.	Owners.	Description.	Ca- pacity.
De Villo.....	Cargill Elevator company	Grain elevator.	\$ 20,000
Sonoro.....	L. F. Parsons	Grain warehouse.	15,000
Hankinson	Cargill Elevator company.....	Elevator.	30,000
"	St. A. & D. Elevator company.....	Grain elevator.	50,000
Stiles	Cargill Elevator company	Grain warehouse.	8,000
"	St. A. & D. Elevator company.....	"	20,000
Lidgerwood	Cargill Elevator company	"	20,000
"	St. A. & D. Elevator company	"	20,000
"	John Maher	Elevator.	18,000
Geneseo	Cargill Elevator company.....	"	30,000
"	St. A. & D. Elevator company	"	20,000
Cayuga	Cargill Elevator company.....	"	30,000
"	St. A. & D. Elevator company.....	Grain warehouse.	10,000
Rutland	Cargill Elevator company.....	Elevator.	12,000
"	St. A. & D. Elevator company.....	Grain elevator.	30,000
Belle Plain	Northwestern Elevator company	Elevator.	30,000
Brooklyn	"	"	30,000
Straubville.....	"	Grain elevator.	30,000
Riverdale	"	"	25,000
Fort Emma.....	"	Elevator.	25,000
Guelph	"	"	27,000
Silver Leaf	"	"	35,000
"	State Elevator company	Grain warehouse.	10,000
Ellendale	Northwestern Elevator company	"	40,000
"	"	Elevator.	40,000

ELEVATORS—Continued.**ABERDEEN BRANCH.**

Location.	Owners.	Description.	Ca- pacity.
Rutland	Cargill Elevator company	Elevator.	\$ 12,000
"	St. A. & D. Elevator company	Grain elevator.	30,000
Havana	Cargill Elevator company	"	25,000
"	St. A. & D. Elevator company	"	25,000
"	A. C. Andrews	"	15,000

NORTHERN DIVISION, NECHE LINE.

Harwood	Minneapolis & Northern Ele. company	Elevator.	\$ 55,000
Argusville	" " "	"	70,000
"	Inter-State Grain company	"	25,000
"	Preston B. Mann	"	30,000
Gardner	Minneapolis & Northern Ele. company	"	48,000
"	Inter-State Grain company	"	20,000
"	Preston B. Mann	"	30,000
"	Andrews & Gage	"	17,000
Grandin	Minneapolis & Northern Ele. company	"	50,000
"	" " "	Grain house.	45,000
"	Northwestern Elevator company	Elevator.	55,000
"	Minnesota & Dakota Ele. company	"	80,000
"	Rufus R. Rand	"	70,000
Kelso	Minneapolis & Northern Ele. company	"	40,000
"	Inter-State Grain company	"	40,000
"	L. C. Stanford or O. P. Carter	"	30,000
Hillsboro	Minneapolis & Northern Ele. company	"	65,000
"	Northwestern Elevator company	"	30,000
"	St. A. & D. Elevator company	"	50,000
"	Brooks Elevator company	"	85,000
Cummings	Minneapolis & Northern Ele. company	"	85,000
"	National Elevator company	"	35,000
"	Brooks Elevator company	"	35,000
Buxton	Minneapolis & Northern Elevator company	"	100,000
"	Inter-State Grain company	"	30,000

ELEVATORS—*Continued.*

NORTHERN DIVISION—NECHE LINE—CONTINUED.

Location.	Owners.	Description.	Capacity.
Buxton	Brooks Elevator company	Elevator	20,000
"	Ramsden & Reid	Grain warehouse	22,000
Reynolds	Minneapolis & Northern Elevator company.	Elevator	70,000
"	National Elevator company	"	55,000
"	Brooks Elevator company	"	50,000
"	L. T. Sowle & F. G. Sowle	"	45,000
Thompson	Minneapolis & Northern Elevator company.	"	110,000
"	National Elevator company	"	50,000
"	Brooks Elevator company	"	30,000
"	Northwestern Elevator company	"	55,000
Merrifield	Inter-State Grain company	"	50,000
"	Brooks Elevator company	"	50,000
Grand Forks	" "	"	60,000
"	" "	"	25,000
"	" "	Grain warehouse	20,000
Schurmeier	" "	Elevator	20,000
"	Inter-State Grain company	Grain warehouse	6,000
Manvel	Minneapolis & Northern Elevator company..	" "	35,000
"	" " " "	Elevator	12,000
"	St. A. & D. Elevator company	"	35,000
"	Brooks Elevator company	"	25,000
Levant	Minneapolis & Northern Elevator company..	"	25,000
Ardoch	" " " "	"	75,000
"	Northwestern Elevator company	"	25,000
"	State Elevator company	"	20,000
"	Brooks Elevator company	Ele. & warehouse	65,000
"	E. R. Jacobi	Elevator	30,000
Minto	Minneapolis & Northern Elevator company..	"	50,000
"	Northwestern Elevator company	"	50,000
"	Brooks Elevator company	"	50,000
"	Farmers' Elevator company	Grain house	10,000
Herriot	Minneapolis & Northern Elevator company..	Elevator	50,000
Grafton	Northwestern Elevator company	"	35,000

ELEVATORS—Continued.

NORTHERN DIVISION—NECHE LINE—CONTINUED.

Location.	Owners.	Description.	Ca- pacity.
Grafton.....	Cargill Elevator company	Elevator	10,000
"	Brooks Elevator company	"	50,000
"	Wm. C. Leistokow	"	70,000
Auburn.....	Minneapolis & Northern Elevator company ..	"	45,000
"	Northwestern Elevator company	"	45,000
"	St. A. & D. Elevator company	" No. 1	45,000
"	"	" No. 2	35,000
"	Brooks Elevator company	"	45,000
"	M. H. Hostetter	"	12,000
St. Thomas.....	Minneapolis & Northern Elevator company ..	"	55,000
"	Northwestern Elevator company	"	30,000
"	Minnesota & Dakota Elevator company	"	55,000
"	Henry Stong	"	55,000
"	O'Connor & Whelan	"	40,000
"	O'Connor & Grandy	Barley & oat w'h'e	10,000
"	St. A. & D. Ele. company (R. R. V. Ele. Co.)	Elevator	50,000
Glasston.....	Minneapolis & Northern Elevator company ..	"	65,000
"	Northwestern Elevator company	"	20,000
"	Inter-State Grain company	"	35,000
"	National Elevator company	"	30,000
"	Jas. McCabe	"	20,000
Hamilton	Northwestern Elevator company	"	35,000
"	Minnesota & Dakota Elevator company	"	70,000
"	St. A. & D. Ele. company (R. R. V. Ele. Co.)	"	45,000
"	Farmers' Alliance & Independent company ..	"	30,000
"	John Page	"	40,000
Bathgate	Minneapolis & Northern Elevator company ..	"	90,000
"	Northwestern Elevator company	"	45,000
"	Minnesota & Dakota Elevator company	"	60,000
"	St. A. & D. Ele. company (R. R. V. Ele. Co.)	"	50,000
"	Brooks Elevator company	" No. 1	30,000
"	Brooks Elevator company	" No. 2	32,000
Neché	Minneapolis & Northern Elevator company ..	"	50,000

ELEVATORS—Continued.**NORTHERN DIVISION—NECHE LINE—CONTINUED.**

Location.	Owners.	Description.	Ca- pacity.
Neché	Northwestern Elevator company	"	50,000
"	St. A. & D. Elevator company	"	35,000
"	National Elevator company	"	50,000
"	Brooks Elevator company	"	50,000

MOORHEAD NORTHERN BRANCH.

Hague	Minneapolis & Northern Elevator company .	Elevator	30,000
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MOORHEAD & SOUTHEASTERN BRANCH.

Wahpeton	St. A. & D. Elevator company	Elevator	16,000
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PEMBINA MOUNTAIN BRANCH.

Nash	St. A. & D. Elevator company	Elevator	40,000
"	National Elevator company	"	25,000
"	Brooks Elevator company	"	60,000
Hoople	St. A. & D. Elevator company	"	40,000
"	National Elevator company	"	60,000
"	State Elevator company	"	20,000
"	Brooks Elevator company	"	15,000
Crystal	St. A. & D. Elevator company	"	50,000
"	National Elevator company	"	60,000
"	State Elevator company	"	25,000
"	O'Connor & Bros	"	30,000
Canton	National Elevator company	"	50,000
"	State Elevator company	"	45,000
"	McCabe Bros	"	20,000
"	Henry Stong	"	45,000
Cavalier	St. A. & D. Elevator company	"	38,000
"	National Elevator company	"	30,000
"	State Elevator company	"	25,000
"	McCabe Bros	"	28,000

ELEVATORS—*Continued.*

DAKOTA DIVISION, DEVILS LAKE LINE.

Location.	Owners.	Description.	Ca- pacity.
Ojata	Brooks Elevator company	Elevator	35,000
Emerado	Minneapolis & Northern Elevator company..	"	60,000
"	St. A. & D. Elevator company	"	40,000
"	Brooks Elevator company	"	75,000
Arvilla	Minneapolis & Northern Elevator company..	" No. 1	125,000
"	" " " "	" No. 2	40,000
"	Minnesota & Dakota Elevator company	"	30,000
Larimore	Minneapolis & Northern Elevator company..	"	100,000
"	Northwestern Elevator company	"	30,000
"	St. A. & D. Elevator company	"	30,000
Niagara	Minneapolis & Northern Elevator company..	"	45,000
"	St. A. & D. Elevator company	"	35,000
Michigan City	Minneapolis & Northern Elevator company..	"	60,000
" "	National Elevator company	"	55,000
" "	Brooks Elevator company	"	30,000
Petersburg	Minneapolis & Northern Elevator company..	"	30,000
"	Cargill Elevator company	"	20,000
Mapes	Minneapolis & Northern Elevator company..	"	65,000
"	St. A. & D. Elevator company	"	65,000
"	Emery Mapes, Jr	Grain warehouse	5,000
Lakota	Minneapolis & Northern Elevator company..	Elevator	45,000
"	St. A. & D. Elevator company	"	25,000
"	National Elevator company	"	30,000
Bartlett	Minneapolis & Northern Elevator company ..	"	30,000
"	National Elevator company	"	30,000
"	St. A. & D. Elevator company	Grain elevator	75,000
"	St. A. & D. Elevator company	Grain warehouse	35,000
Crary	Minneapolis & Northern Elevator company..	Elevator	65,000
"	St. A. & D. Elevator company	"	55,000
"	North Dakota Milling company	"	35,000
Devils Lake	Minneapolis & Northern Elevator company..	"	75,000
" "	St. A. & D. Elevator company	"	60,000
" "	National Elevator company	" No. 1.	45,000

ELEVATORS—Continued.**DAKOTA DIVISION, DEVILS LAKE LINE—CONTINUED.**

Location.	Owners.	Description.	Capacity.
Grand Harbor	St. A. & D. Elevator company	Elevator	45,000
" "	National Elevator company	"	30,000
" "	A. G. Taunton	"	30,000
Penn	Minneapolis & Northern Elevator company..	"	50,000
"	St. A. & D. Elevator company	"	50,000
"	Alex. McLean	"	30,000
Church's Ferry ...	St. A. & D. Elevator company	" No. 1.	45,000
" " ...	St. A. & D. Elevator company	" No. 2.	40,000
" " ...	Heising Elevator company	"	30,000
Leeds	St. A. & D. Elevator company	Grain warehouse	25,000
York	St. A. & D. Elevator company	" "	20,000
Knox	St. A. & D. Elevator company	" "	20,000
Rugby Junction ..	St. A. & D. Elevator company	" "	30,000
" " ..	Heising Elevator company	" "	30,000
Towner	Garner Bros	Grain house	3,000
"	L. H. & H. H. Thompson	" "	8,000
Minot	Peterson & Jacobson	Grain warehouse	4,000

PORTLAND LINE.

Breckenridge	Northwestern Elevator company	Elevator	20,000
"	Smith & Phelps	Grain warehouse	10,000
"	F. E. Kenaston	" "	18,000
Dwight	Cargill Elevator company ..	Elevator	30,000
"	Myhra Bros	Grain warehouse	7,000
"	Hansen, Theo.	" "	8,000
Galchutt	St. A. & D. Elevator company	Elevator	20,000
"	The P. B. Mann company	Grain warehouse	20,000
Colfax	St. A. & D. Elevator company	Elevator	30,000
"	Cargill Elevator company	"	20,000
Walcott	Northwestern Elevator company	"	30,000
"	Minnesota & Dakota Elevator company	"	30,000

ELEVATORS—*Continued.*

PORTLAND LINE—CONTINUED.

Location.	Owners.	Description.	Ca- pacity.
Walcott.....	Howe & Church.....	Grain warehouse	10,000
Kindred.....	St. A. & D. Elevator company.....	Elevator	45,000
".....	Cargill Elevator company.....	"	25,000
".....	Farmers' Grain Association.....	"	20,000
Addison.....	Cargill Elevator company.....	"	40,000
".....	Ferdinand Piper.....	"	30,000
Durbin.....	Cargill Elevator company.....	"	30,000
".....	Clement Smith.....	"	25,000
Everest.....	Northwestern Elevator company.....	"	30,000
Ripon.....	Cargill Elevator company.....	Grain warehouse	12,000
Mason.....	Cargill Elevator company.....	Elevator	12,000
Erie.....	St. A. & D. Elevator company.....	" No. 1.	20,000
".....	St. A. & D. Elevator company.....	" No. 2.	15,000
".....	Cargill Elevator company.....	"	35,000
Galesburg.....	Cargill Elevator company.....	"	49,000
".....	St. A. & D. Elevator company.....	"	22,000
".....	First National Bank of Detroit.....	"	40,000
Clifford.....	St. & A. D. Elevator company.....	" No. 1.	35,000
Clifford.....	St. A. & D. Elevator company.....	Elevator No. 2	30,000
".....	Cargill Elevator company.....	"	65,000
Roseville.....	Cargill Elevator company.....	"	20,000
".....	St. A. & D. Elevator company.....	"	35,000
".....	C. L. Grandin.....	"	35,000
Portland.....	St. A. & D. Elevator company.....	"	30,000
".....	Cargill Elevator company.....	"	50,000
".....	Minnesota & Dakota Elevator company.....	"	50,000
".....	State Elevator company.....	"	50,000
Portland Junction.....	Northwestern Elevator company.....	"	25,000
".....	McCarthy Brothers & Co.....	"	40,000
Hatton.....	Northwestern Elevator company.....	"	60,000
".....	St. A. & D. Elevator company.....	"	30,000
".....	Cargill Elevator company.....	"	80,000
".....	Andrews & Gage.....	"	45,000

ELEVATORS—*Continued.*

PORTLAND LINE—CONTINUED.

Location.	Owners.	Description.	Ca- pacity.
Hatton.....	Clinton Morrison.....	Elevator	90,000
"	Clarence E. Burgess.....	"	25,000
Northwood	St. A. & D. Elevator company.....	"	60,000
"	Cargill Elevator company	"	50,000
"	Heising Elevator company	"	40,000
Kempton	St. A. & D. Elevator company.....	"	25,000
"	Cargill Elevator company	"	50,000
"	National Elevator company.....	"	35,000
"	A. C. Rhinehart.....	Grain warehouse	10,000

CASSELTON BRANCH.

Howe's Siding....	St. A. & D. Elevator company.....	Elevator	2,000
Amenia.....	Amenia & Sharon Land company.....	Grain warehouse	15,000
"	" " "	Elevator	25,000
"	" " "	Ele. & Gr. W. H.	25,000
Arthur	Northwestern Elevator company	Elevator	65,000
"	St. A. & D. Elevator company.....	"	85,000
"	Clinton Morrison.....	"	75,000
Hunter	St. A. & D. Elevator company	"	40,000
"	Cargill Elevator company.....	"	80,000
"	Great Western Elevator company.....	"	50,000
"	Samuel McClure.....	"	20,000
"	W. W. Beard	"	20,000
"	A. F. Norrish	Warehouse	7,000
Greenfield	St. A. & D. Elevator company.....	Elevator	60,000
"	J. S. Weible	"	25,000
"	B. L. Hill.....	Grain warehouse	5,000
Preston Spur	C. W. Preston ..	Elevator	60,000
Blanchard	Northwestern Elevator company	"	50,000
"	Clinton Morrison.....	"	80,000
"	D. C. Smith	"	15,000

ELEVATORS—Continued.**CASSELTON BRANCH—CONTINUED.**

Location.	Owners.	Description.	Capacity.
Blanchard	Emerson & Wild	Wheat warehouse	18,000
"	Great Western Elevator company	Grain warehouse	8,000
Murray	Northwestern Elevator company	Elevator	15,000
"	A. C. Andrews	"	40,000
Mayville	St. A. & D. Elevator company	"	20,000
"	Mangnus Anderson & Co	Grain warehouse	80,000

HOPE BRANCH.

Absaraka	St. A. & D. Elevator company	Elevator	80,000
"	Nels Staples & company	"	20,000
Ayr	Cargill Elevator company	Grain house	25,000
"	Geo. E. Dudgeon	Elevator	40,000
Page City	St. A. & D. Elevator company	"	45,000
" "	Cargill Elevator company	"	45,000
" "	Cargill Elevator company	Grain warehouse	10,000
Colgate	St. A. & D. Elevator company	Elevator	25,000
"	Cargill Elevator company	"	20,000
Hope	St. A. & D. Elevator company	"	40,000
"	Northwestern Elevator company	"	20,000
"	St. A. & D. Ele. (R. R. V. Ele. company)	"	40,000
"	Cargill Elevator company	"	30,000

PARK RIVER AND LANGDON BRANCH.

Edison	Edison & Brennan	Elevator	30,000
McCanna	St. A. & D. Elevator company	" No. 1.	22,000
"	St. A. & D. Elevator company	" No. 2.	25,000
"	National Elevator company	"	30,000
Orr	St. A. & D. Elevator company	"	60,000
"	Minneapolis & Northern Elevator company	"	60,000
Inkster	Minneapolis Elevator company	"	50,000
"	Cargill Elevator company	"	30,000

ELEVATORS—*Continued.*

PARK RIVER AND LANGDON BRANCH—CONTINUED.

Location.	Owners.	Description.	Capacity.
Inkster	St. A. & D. Ele. Co. (R. R. V. Ele. Co.).	Elevator	50,000
Conway	Minneapolis & Northern Elevator company..	"	60,000
"	Cargill Elevator company	"	20,000
"	St. A. & D. Elevator company	"	40,000
Pisck	Minneapolis & Northern Elevator company..	"	55,000
"	St. A. & D. Elevator company	"	55,000
Park River	Cargill Elevator company	"	60,000
"	Minneapolis & Northern Elevator company..	"	80,000
"	St. A. & D. Elevator company.....	"	60,000
"	Brooks Elevator company	"	80,000
"	R. B. Burger.....	"	30,000
Edinburg	St. A. & D. Elevator company.....	"	40,000
"	St. A. & D. Ele. Co. (R. R. V. Ele. Co.)..	"	30,000
"	Northwestern Elevator company	"	80,000
"	Minneapolis & Northern Elevator company..	"	35,000
"	Brooks Elevator company	"	60,000
Union.....	St. A. & D. Elevator company	"	30,000
Milton	Northwestern Elevator company.....	"	80,000
"	Minneapolis & Northern Elevator company..	"	70,000
"	St. A. & D. Elevator company.....	"	100,000
"	St. A. & D. Ele. Co. (R. R. V. Ele. Co.).	"	35,000
"	Brooks Elevator company.....	"	50,000
"	North Dakota Milling Association	Flour warehouse	20,000
Osnabrock.....	Northwestern Elevator company	Elevator	40,000
"	Minneapolis & Northern Elevator company..	"	70,000
"	St. A. & D. Elevator company	"	56,000
"	St. A. & D. Ele. Co. (R. R. V. Ele. Co.)..	"	33,000
"	National Elevator company	"	28,000
Langdon.....	Northwestern Elevator company.....	"	35,000
"	St. A. & D. Elevator company.....	"	30,000
"	St. A. & D. Ele. Co. (R. R. V. Ele. Co.)..	"	30,000
"	National Elevator company	"	30,000
"	Langdon Elevator company	"	30,000

ELEVATORS—Continued.**PARK RIVER AND LANGDON BRANCH—CONTINUED.**

Location.	Owners.	Description.	Capacity.
"	Mooney & McHugh	Elevator	30,000
Easby.....	St. A. & D. Elevator company	"	33,000

BOTTINEAU BRANCH.

Barton.....	St. A. & D. Elevator company	Elevator	60,000
Omemee	St. A. & D. Elevator company.....	"	20,000
"	Heising Elevator company	"	30,000
Willow City.....	St. A. & D. Elevator company.....	"	62,000
" "	Minneapolis & Northern Elevator company..	"	25,000
" "	Heising Elevator company	"	30,000
" "	Jas. R. Stewart	"	20,000
" "	G. B. Gunderson.....	"	35,000
Bottineau	Minneapolis & Northern Elevator company..	"	30,000
"	St. A. & D. Elevator company.....	"	75,000
"	Heising Elevator company	"	30,000

CANDO AND ST. JOHN LINE.

Maza.....	St. A. & D. Elevator company.....	Elevator.	20,000
"	Heising Elevator company.....	"	20,000
"	Massuere & Walker	"	20,000
Cando	St. A. & D. Elevator company.....	"	35,000
"	St. A. & D. (R. R. V. Ele. company.).....	"	25,000
"	Minneapolis & Northern Ele. company.....	"	60,000
"	D. F. McLaughlin.....	"	25,000
"	E. Mapes.....	"	30,000
Bisbee	St. A. & D. Elevator company.....	"	25,000
"	Minneapolis & Northern Ele. company	"	30,000
Rolla	St. A. & D. Elevator company.....	"	30,000
"	St. A. & D. (R. R. V. Ele. company)	"	35,000
"	Heising Elevator company	"	25,000
"	Jas. O'Laughlin	"	25,000
St. John	St. A. & D. Elevator company.....	"	20,000

LIST OF LOADING PLATFORMS

ON GREAT NORTHERN RAILWAY COMPANY IN NORTH DAKOTA.

Station.	Size of Platform.	Station.	Size of Platform.
Ardock.....	12x32	Argusville.....	12x50
Auburn.....	12x50	Arthur.....	12x50
Arvilla.....	12x50	Addison.....	12x50
Ayr.....	12x62	Belle Plain.....	12x32
Buxton.....	12x50	Bathgate.....	12x50
Bartlett.....	18x64	Blanchard.....	12x50
Bottineau.....	12x16	Bisbee.....	12x50
Barton.....	12x32	Cayuga.....	12x16
Cummings.....	12x32	Cavalier.....	12x60
Crystal.....	12x32	Canton.....	12x50
Clark.....	12x50	Crary.....	12x50
Churchs Ferry.....	12x16	Conway.....	12x50
Clifford.....	12x50	Colgate.....	12x32
Colfax.....	12x50	Cando.....	12x50
Chaffee.....	12x50	DeVillo.....	12x16
Devils Lake.....	12x16	Durbin.....	12x50
Davenport.....	12x50	Easby.....	12x75
Erie.....	16x62	Everest.....	16x62
Emerado.....	12x50	Edinburgh.....	12x50
Fargo.....	16x30	Fleming.....	12x204
Guelph.....	12x32	Gardner.....	12x50
Grandin.....	12x75	Glasston.....	12x50
Grand Harbor.....	12x50	Galesburg.....	12x50
Havana.....	12x16	Harwood.....	12x50
Hamilton.....	12x50	Hoople.....	12x50
Hatton.....	12x16	Hope.....	12x50
Howe's Siding.....	12x144	Inkster.....	12x50
Kelso.....	12x50	Kempton.....	12x32
Knox.....	12x50	Lehigh.....	8x48
Levant.....	12x50	Larimore.....	12x50
Lakota.....	12x50	Langdon.....	12x32
Lynchburg.....	12x50	Manvel.....	12x50
Minto.....	12x50	Merrifield.....	12x50

LIST OF LOADING PLATFORMS—*Continued.*

Station.	Size of Platform.	Station.	Size of Platform.
Michigan City	12x50	Mayville	12x16
Milton	12x16	Murray	12x50
Mason	12x50	Nash	12x50
Niagara	12x50	Ojata	12x16
Orr	12x50	Osnabrock	12x50
Omeme	12x32	Petersburg	12x50
Pleasant Lake	12x50	Park River	12x50
Page City	12x32	Perth	12x50
Pisek	12x50	Penn	12x50
Reynolds	12x50	Rugby Junction	12x32
Ripon	12x32	Rolla	12x16
Roseville	12x50	Stiles	12x16
Straubville	12x16	Silver Leaf	12x16
St. Thomas	12x120	Slotten	12x252
Thompson	12x32	Towner	12x32
Willow City	12x50	Walcott	12x50
York	12x50		

STATEMENT

SHOWING ELEVATORS, OWNERS, LOCATION AND CAPACITY, ON THE
LINE OF THE MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY, NORTH DAKOTA, NOV. 1, 1896.

Owners.	Location.	Description.	Capacity.
Atlantic Elevator company	Fairmount	Elevator	25,000
" " "	"	Flat House	12,000
" " "	Oswald	Flat House	12,000
" " "	"	Elevator	20,000
" " "	Hankinson	Elevator	25,000
Osborn & McMillan	"	Flat House	6,000
" "	"	Elevator	20,000
Atlantic Elevator company	Stiles	Flat House	12,000
" " "	"	Elevator	20,000
" " "	Lidgerwood	Elevator	25,000
Osborn & McMillan	"	Flat House	10,000
Atlantic Elevator company	Alicia	Flat House	12,000
" " "	Ransom	Elevator	25,000
Osborn & McMillan	"	Flat House	10,000
R. Holding	"	Flat House	2,500
Atlantic Elevator company	Perry	Flat House	12,000
" " "	Forman	Elevator	25,000
Osborn & McMillan	"	Flat House	10,000
" "	Towanda	Elevator	20,000
Atlantic Elevator company	"	Flat House	12,000
Osborn & McMillan	Nicholson	Elevator	20,000
Atlantic Elevator company	"	Flat House	12,000
Osborn & McMillan	Babcock	Elevator	20,000
Atlantic Elevator company	"	Flat House	12,000
" " "	Oakes	Elevator	25,000
Osborn & McMillan	Norway Spur	Elevator	16,000
" "	Clement	Elevator	25,000
Atlantic Elevator company	Fullerton	Elevator	30,000
" " "	"	Flat House	10,000
" " "	Boynton	Flat House	12,000
Osborn & McMillan	Kilbennie	Elevator	16,000

STATEMENT OF ELEVATORS, ETC.—CONTINUED.

Owners.	Location.	Description.	Capacity.
Osborn & McMillan	Merricourt	Elevator	16,000
C. E. Thayer	"	Flat House	2,000
Osborn & McMillan	Kulm	Elevator	20,100
Atlantic Elevator company	Kulm	Elevator	20,000
J. B. Sharpe	"	"	15,000
Royal Elevator company	"	"	20,000
John Wilson	"	Flat House	5,000
Gackle	"	"	5,000
J. D. Sullivan	"	"	5,000
Osborn & McMillan	Mantador	Elevator	20,000
Atlantic Elevator company	Moselle	"	15,000
Osborn & McMillan	"	"	20,000
" "	Sandoun	Flat House	6,000
" "	Venlo	"	8,000
" "	Anselm	Elevator	15,000
Atlantic Elevator company	"	"	15,000
" "	Enderlin	"	15,000
Osborn & McMillan	"	"	20,000
Royal Elevator company	"	"	25,000
Atlantic Elevator company	Lucca	"	15,000
Osborn & McMillan	"	"	15,000
Atlantic Elevator company	Fingal	"	15,000
Osborn & McMillan	"	"	20,000
Royal Elevator company	"	"	15,000
Osborn & McMillan	Cuba	"	15,000
Atlantic Elevator company	"	"	15,000
Osborn & McMillan	Lanona	"	20,000
Atlantic Elevator company	"	"	15,000
Osborn & McMillan	Valley City	"	15,000
Atlantic Elevator company	"	"	20,000
Osborn & McMillan	Matteson	"	20,000
" "	Clive	"	20,000
" "	Leal	"	20,000
Royal Elevator company	Wimbledon	"	20,000
Osborn & McMillan	"	"	20,000

STATEMENT OF ELEVATORS, ETC—CONTINUED.

Owners.	Location.	Description.	Capacity.
Royal Elevator company	Courtenay	Elevator	15,000
Osborn & McMillan	"	"	25,000
Royal Elevator company	Kensel	"	15,000
Osborn & McMillan	"	"	20,000
" "	Bordulac	"	20,000
Senator Casey	"	"	50,000
Osborn & McMillan	Carrington	"	20,000
" "	Leinert	"	20,000
Royal Elevator company	Cathay	"	20,000
Osborn & McMillan	"	"	20,000
William Delaney	Emerick	"	7,500
Osborn & McMillan	"	"	20,000
Royal Elevator company	Fessenden	"	20,000
J. Austin Regan	"	"	20,000
Osborn & McMillan	"	"	25,000
Mr. Ernie	"	Flat House	8,000
J. N. Johns	"	Elevator	20,000
Osborn & McMillan	Manfred	"	20,000
" "	Harvey	Flat House	8,000
" "	"	Elevator	20,000
" "	Velva	Flat House	5,000

STATEMENT

SHOWING LOCATION OF GRAIN LOADING PLATFORMS IN NORTH DAKOTA ON M., ST. P. & S. S. M. RY., NOV. 1, 1896.

Oswald.....	Grain platform
Stiles.....	Grain platform
Lidgerwood.....	Grain platform
Alicia.....	Grain platform
Ransom.....	Grain platform
Towanda.....	Grain platform
Nicholson.....	Grain platform
Babcock.....	Grain platform
Fullerton.....	Grain platform
Boynton.....	Grain platform
Merricourt.....	Grain platform
Mantador.....	Two grain loading platforms
Venlo.....	Grain loading platform
Anselm.....	Grain loading platform
Enderlin.....	Grain loading platform
Lucca.....	Grain loading platform
Fingal.....	Grain loading platform
Cuba.....	Grain loading platform
Valley City.....	Grain loading platform
Ivan.....	Grain loading platform
Matteson.....	Grain loading platform
Clive.....	Grain loading platform
Wimbledon.....	Grain loading platform
Courtenay.....	Grain loading platform
Kensel.....	Grain loading platform
Bordulac.....	Grain loading platform
Carrington.....	Grain loading platform
Spur 12.....	Grain loading platform
Chaffee's Spur.....	Grain loading platform
Cathay.....	Grain loading platform
Emerick.....	Grain loading platform
Fessenden.....	Grain loading platform
Manfred.....	Grain loading platform

These platforms are built mostly of earth with timber copings in front, and long enough to load from three to five cars.

New platforms built at Forman, Oakes, Clement and Harvey.

STATEMENT

OF ELEVATORS AND GRAIN LOADING PLATFORMS ON THE LINE OF THE
C., M. & ST. P. RY. IN NORTH DAKOTA NOV. 1, 1896.

FARGO.

Owned by	Building.	Capacity.
National Elevator company	Warehouse	15,000

SAUNDERS.

Owned by	Building.	Capacity.
National Elevator company ..	Warehouse	2,000

One grain loading platform 12x30; two inclines 12x14.

WILD RICE.

Owned by	Building.	Capacity.
National Elevator company	Elevator	25,000
M. B. Sheffield	"	10,000
S. Strong & Co	"	15,000
G. D. Brown	Warehouse	8,000

One grain loading platform 12x30; two inclines 12x14.

HICKSON.

Owned by	Building.	Capacity.
National Elevator company	Ele. & W. H.	30,000
M. B. Sheffield	Elevator	15,000

One grain loading platform 24x30; two inclines 12x24.

ELEVATORS AND PLATFORMS ON C. M. & ST. P. RAILWAY—*Continued.*

CHRISTINE.

Owned by	Building.	Capacity.
National Elevator company.	Elevator	40,000
Miller Brothers.	"	25,000
Minnesota and Dakota Elevator company	Warehouse	10,000
M. B. Sheffield	"	10,000

One grain loading platform 12x30; two inclines 12x20.

ENLOE.

Owned by	Building.	Capacity.
National Elevator company.	Elevator.	15,000

One grain loading platform, 12x30; two inclines, 12x20.

ABERCROMBIE.

Owned by	Building.	Capacity.
National Elevator company.	Elevator.	40,000
Minnesota & Dakota Elevator company	"	10,000
Farmers	"	13,000

One grain loading platform, 12x32; two inclines, 12x24. Theo. Hanson's flat house changed into an elevator the past season.

WAHPETON.

Owned by	Building.	Capacity.
M. B. Sheffield.	Elevator.	20,000

Machinery platform used for loading grain, 24x48; two inclines, 12x24. Elevator built in past year.

ELEVATORS AND PLATFORMS ON C. M. & ST. P. RAILWAY—*Continued.*

TYLER.

Owned by	Building.	Capacity.
S. Strong & Company	Elevator.	20,000
National Elevator company	"	20,000

One grain loading platform, 12x30; two inclines, 12x20.

FAIRMOUNT.

Owned by	Building.	Capacity.
National Elevator company.....	Elevator.	45,000
W. H. Blake & Son.....	"	10,000

HARLEM.

Owned by	Building.	Capacity.
Empire Elevator company.....	Elevator.	25,000
National Elevator company.....	"	20,000
W. H. Wheeler	Ele. & W. H.	15,000
Unknown (closed).....	Warehouse.	5,000

One grain loading platform, 12x32; two inclines, 12x24.

COGSWELL.

Owned by	Building	Capacity.
National Elevator company.....	Elevator.	18,000
Empire Elevator company.....	Ele. & W. H.	22,000

ELEVATORS AND PLATFORMS ON C. M. & ST. P. RAILWAY—*Continued.*

BRAMPTON.

Owned by	Building.	Capacity.
Empire Elevator company.....	Warehouse.	10,000
Unknown (closed).....	"	10,000

One grain loading platform, 12x32; two inclines, 12x20.

EDGELEY.

Owned by	Buildings.	Capacity.
G. C. Bagley Elevator company	Elevator	12,000
Whallon & Co.....	Warehouse	5,000

One grain loading platform 70 feet long, level with ground on one side.

MONANGO.

Owned by	Buildings.	Capacity.
W. A. Caldwell	Elevator	20,000
Empire Elevator company.....	Warehouse	12,000
State Elevator company	"	12,000

One grain loading platform 70 feet long, 12 feet wide.

DUANE.

Owned by	Buildings.	Capacity.
Empire Elevator company.....	Warehouse	6,000

One grain loading platform 70 feet long, 12 feet wide.

**ELEVATORS AND PLATFORMS ON C. M. & ST. P.
RAILWAY—*Continued.***

ELLENDALE.

Owned by	Buildings.	Capacity.
Whallon & Co.....	Elevator	30,000
Empire Elevator company.....	"	30,000
Crown Elevator company	"	30,000
" "	Warehouse	8,000

One platform for loading and unloading, 60 feet by 8 feet.

COMPLAINTS.

All complaints reaching the commissioners during the year have received prompt and careful attention, while the prompt and uniform courtesy and accommodating disposition of the railway managements within the state has made the adjustment of all complaints, within reasonable bounds, very satisfactory.

Shippers in the vicinity of Mason (Oa land) vs. Great Northern railway:

A petition signed by twenty-eight shippers for a loading platform at Oatland. Platform 12x50 feet was provided.

Residents and patrons in vicinity of Hatton Station vs. Great Northern railway:

Petition signed by fifty-nine residents asking for a loading platform. A platform was constructed 12x50 feet.

Twenty-six petitioners in vicinity of Niagara vs. Great Northern Railway for a loading platform:

The necessary platform was erected.

Fifty-six petitioners in vicinity of McCanna vs. Great Northern railway for a loading platform:

The necessary platform was erected.

Twenty-six petitioners in vicinity of Gardner Station vs. Great Northern railway for a loading platform:

The necessary platform was erected.

Twenty-five petitioners of Grandin vs. Great Northern railway for a loading platform:

A loading platform 16x75 feet was erected.

Forty-four petitioners of Addison vs. Great Northern railway for loading platform:

Addison is now provided with a platform 12x50 feet.

Fifty-nine petitioners of Bartlett vs. Great Northern railway for a loading platform:

Bartlett is now provided with a platform 13x64 feet.

Seventy-three petitioners of Hoop'e, for a station agent, vs Great Northern railway:

This being a renewal of the action of one year ago, the agent placed on duty being removed during the winter months; this case was satisfactorily adjusted by placing an agent in charge of the station.

Twenty-seven petitioners of Canton, for a station agent, vs. Great Northern railway:

This is a case similar to that of Hoople, and settled by return of a regular agent to permanent service.

Eighty-three petitioners from vicinity of Eastby, about midway between Osnabrock and Langdon, in Cavalier county, vs. Great Northern railway, for a sidetrack, station and loading platform:

This is a case pending since last year, and has been adjusted by the Great Northern Railway company granting the petitioners' request.

Board of county commissioners and residents in vicinity of Omemee vs. Great Northern railway, for station building and agent:

This case is still pending.

Sixty-two petitioners of Maza vs Great Northern railway, asking for station building and agency:

Request of the petitioners was granted.

Forty-four petitioners of Penn, for station building and agency, vs. Great Northern railway:

This case is still pending.

Twenty-nine petitioners of Milton, for stockyard and loading chute, vs. Great Northern railway:

Request of petitioners was granted.

Thirty five petitioners of Inkster vs. Great Northern railway for the opening of a highway crossing across the railroad right of way.

The matter was favorably adjusted.

Twenty-six petitioners of Gardner vs. Great Northern railway for an additional side rack at that station.

Request of petitioners was denied for the reason that present facilities there are ample and all that can reasonably be required.

I. H. Harris and thirty-two petitioners vs. Great Northern railway for an elevator site on the railway right of way at Bathgate.

This case was favorably adjusted.

Seventeen petitioners of Fairview Junction vs. Northern Pacific railway for loading platform:

The request was granted

Twenty-seven petitioners of Coburn vs. Northern Pacific railway for loading platform:

The request was granted.

Twenty one petitioners of Farmington vs. Northern Pacific railway for loading platform:

Construction of this platform was deferred on account of petitioners deciding that there was no immediate necessity for it.

L. F. Parsons, of Theed, vs. Northern Pacific Railway company for elevator site on railway right of way:

Petition denied by the Northern Pacific management. This case is now pending.

Farmers of Johnstown vs. Northern Pacific railway for improvement in loading platform:

This case was favorably adjusted.

Forty-one petitioners of Buffalo for a loading platform, long enough that six four-horse teams can be driven thereon with a wagon to each team and wide enough that they can pass on the platform:

This petition was taken up with the Northern Pacific management, resulting in the following communication from General Superintendent Kimberly:

NORTHERN PACIFIC RAILROAD COMPANY,
OFFICE OF THE GENERAL SUPERINTENDENT,
ST. PAUL, MINN., May 4, 1896. }

Commissioners of Railroads, Bismarck, N. D.:

GENTLEMEN: Replying to your favor of April 8th to Superintendent Wilson relative to grain loading platform at Buffalo, N. D., I beg to say we have now at that station a platform fifty-nine feet long, exclusive of inclines, and sixteen feet wide, which we believe to be ample to take care of the business. This platform was arranged for in accordance with the requirements of the commissioners in office at that time and after a personal interview between the commissioners, representative farmers, and the writer. I have taken pains to investigate as to the business of the signers of the petition forwarded, and find that 44 per cent of them are men who are not in any way connected with or interested in either the production or shipment of grain.

I am very strongly inclined to the opinion that if the commissioners will take pains to investigate as to the necessity for more extensive platform at Buffalo, it will be found that the present platform is sufficient to reasonably meet all requirements.

Yours respectfully,

M. C. KIMBERLEY,
General Superintendent.

The petition was denied; present platform being all that can reasonably be required.

One hundred and twenty-two petitioners of the townships of Dunbar, Rutland, Whitestone Hill, Bowen and Forman vs. "Soo" railroad for a grain loading platform at Forman:

Request was promptly granted.

Twenty-eight petitioners of Hickson vs. Chicago, Milwaukee & St. Paul railway for loading platform to permit loading three cars at a time:

After investigation it was decided that the present loading platform at that point, 24x30 feet with two inclines 12x24 feet, was all that could reasonably be required.

Walter Scott, in behalf of the farmers of Davenport vs. Northern Pacific railway for a highway crossing on railway right of way on the section line between section three and ten, township one hundred and thirty-seven (137), range fifty-one (51):

The matter was taken up with Superintendent Wilson, resulting in the following communication:

NORTHERN PACIFIC RAILROAD COMPANY,
OFFICE OF DIVISION SUPERINTENDENT.
JAMESTOWN, N. D., Aug. 29, 1896. }

Mr. J. E. Phelan, Secretary Board of Railway Commissioners, Bismarck:

DEAR SIR: I return herewith Walter Scott's letter, enclosed with your favor of July 29th. I have investigated this matter and find that the crossing desired is 2,000 feet east of one highway crossing and 3,000 feet west of another. If this crossing were put in it would give us three highway crossings on one mile. Do you not think that under the circumstances the request for the construction of this crossing can be recalled? We want to be fair in the matter of highway crossings, and also think that we should be treated likewise. We have tried to make it a point not to make it necessary for people to ask the commissioners for the construction of crossings on section lines. The first time this matter was brought to our attention was when it came through you. I have no record of the matter being called to my attention previous to receiving your communication.

Yours truly,

C. J. WILSON,
Superintendent.

The case is still pending.

The following correspondence, including the opinion of the attorney general, explains itself:

JAMESTOWN, N. D., Oct. 5, 1896.

Honorable Commissioners of Railroads, Bismarck:

SIRS: I am in the lumber, coal and wood business in the town of Courtenay on the Soo railroad. I have in my possession a lease which allows me to erect a windmill and coal shed, and to sell wood from lot 29 of the company's land. I applied for a permit to unload and sell lumber on the same lot, which was refused.

I have at present five cars of lumber on the track, which the agent refuses to let me unload on the company's ground. Still they want to charge me demurrage on the cars.

What I wish to know, is, can I unload and sell lumber on the lot I have leased?

Please to give this your prompt attention and address me.

GEORGE E. BOUER,
Box 47, Courtenay, N. D.

OFFICE COMMISSIONERS OF RAILROADS.
BISMARCK, N. D., Oct. 7, 1896. }

John F. Cowan, Esq., Attorney General:

MY DEAR SIR: Will you kindly advise the commissioners what rights Mr Bouer has in the premises at Courtenay as described in his letter attached. An early reply will be fully appreciated.

Sincerely,
J. E. PHELAN.

It seems to me that if Mr. Bouer has leased land from railroad company for a specified purpose he is excluded from using the land for any other purpose than that specified, and if the lease provides that the land or lot shall be used for a coal and wood yard the company can, under the lease, prohibit the use of the lot for a lumber yard.

Very truly,
JOHN F. COWAN,
Attorney General.

The following correspondence concerning complaint of inadequate service explains itself:

OFFICE COMMISSIONERS OF RAILROADS.
BISMARCK, N. D., Jan. 17, 1896. }

H. R. Williams, Esq., Assistant General Superintendent C. M. & St. Paul Ry., St. Paul, Minn.:

DEAR SIR: The following sections of the Revised Codes of the State of North Dakota, 2967 and 2968, submitted for your information, concerning the running of trains:

§ 2967. TRAIN TO BE RUN EACH WEEK DAY. Every railway company owning or operating a railway line in this state is required to run a train of cars over its lines and branches of any line one way during every week day of the year, unless prevented by storm, accident or other cause over which the railroad company has no control.

§ 2968. PENALTY. For each and every violation of the provisions of the last section the railway company shall be subject to a fine of five hundred dollars.

The commissioners have been in receipt of many complaints, mainly verbal; also complaints in the public newspaper at Ellendale, concerning inadequate train service on the line of the Chicago, Milwaukee & St. Paul railway between Aberdeen and Edgeley, and call your attention to the law governing this matter within the state of North Dakota.

The commissioners direct me to ask you to investigate the matter and take necessary action for complying with the law, so that it may not become necessary, on receipt of petitions, to take any further action.

Thanking you for past favors, and trusting that this matter may be straightened out satisfactorily, I am,

Yours truly,
J. E. PHELAN.
Secretary.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.
ASSISTANT GENERAL SUPERINTENDENT'S OFFICE.
MINNEAPOLIS, February 4, 1896. }

Mr. J. E. Phelan, Sec'y, Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Replying to your favor of January 17: The Eureka and Bowdle, South Dakota, people are also very anxious for an increase in the

train service. While we think that the service that has been furnished has been ample for the business since Christmas, it has all along been our intention to resume daily service with the approach of spring, and as the people seem to be so anxious, we have now decided to put it into effect within the next week or ten days.

Trusting that this will prove satisfactory to all concerned, I am,

Yours truly,
H. R. WILLIAMS,
Assistant General Superintendent.

OFFICE COMMISSIONERS OF RAILROADS, {
BISMARCK, N. D., Feb. 5, 1896. }

H. R. Williams, Esq., Assistant General Superintendent, C. M. & St. P. Railway, St. Paul, Minn.:

DEAR SIR: Acknowledging your favor of February 4th, the commissioners in session at Bismarck direct me to express appreciation of your action in deciding to put on daily train service within the next week or ten days for the accommodation of traffic on the Ellendale branch.

Yours truly,
J. E. PHELAN,
Secretary.

"Y" connection between the Northern Pacific Railway company and the Minneapolis, St. Paul and Sault Ste. Marie Railway company at or near Odell and Clive stations.

"Y" connection between the Chicago, Milwaukee, St. Paul railway and the Minneapolis, St. Paul and Sault Ste. Marie Railway company at Monango.

Correspondence concerning the above petitions is given in full and speaks for itself.

JAMESTOWN, Jan. 23, 1896.

Hon. Jno. W. Currie, Chairman Commissioners of Railroads:

DEAR SIR: Will you please inform me whether or no, whether a railroad crossing another, are not compelled by Section 3017 of the code to put in switches or Y's and to transfer cars and freight from one road to another?

For years I have had a large lumber trade in the northeast part of this county, but since the Soo road has been built have lost the most of it, because that road makes no connections with the Northern Pacific road or its branches. If I could compel the Soo road to receive cars from the Northern Pacific road at its crossing of the Sanborn & Cooperstown branch near Odell, Barnes county, I could still do business in that section. The crossing there is a surface crossing and not an overhead crossing like the one at Valley City.

I can buy lumber so much cheaper at Northern Pacific railroad points, that I cannot afford to buy on Soo points.

I have several applications for spring delivery of car lots at Courtenay and can make the sales if the Soo is compelled to receive the cars at that point.

Please let me hear from you in regard to the subject and oblige.

Respectfully yours,
JAS. R. WINSLOW.

P. S.—I think it will materially affect the price of rates on hard coal also, that is shipped from Duluth and Superior.

COURTENAY, N. D., January 31, 1896.

To Hon. Board Commissioners of Railroads, Bismarck, N. D.:

GENTLEMEN: We, the undersigned petitioners and residents of Stutsman county, N. D., respectfully petition your honorable board that you cause to be laid a "Y" or switch to connect the N. P. Railroad and the "Soo" railroad at or near Odell, N. D., and that the said roads be compelled to transfer local and car freight when received at said point of connection.

E. T. HORN
JAMES REID
JOHN W. RAAB
JOHN SYVERTSON
CHRIS J. SYVERTSON
O. T. FOSHDOLDT
ROBERT WALKER
H. N. TUEHER
WM. E. FENDER
ANTON PROMO
S. M. POSEY
A. J. SWARTHOUT
ANDREW WHITBECK
GEORGE WRIGHT
J. R. SMITH
W. H. WRIGHT

LOUIS BRITTON
F. R. LEMERT
CHARLEY JOHNSON
LOREN SYVERTSON
L. H. BURG
WILLIAM REID
L. H. LARSON
J. W. WILSON
P. WHITBECK
OLE MICHAELSON
ANTON BERG
C. A. SANFORD
JAS. R. WINSLOW
H. J. PORTER
LEWIS MILLER
L. O. LARSON

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., February 28, 1896. }

J. M. Hannaford, Esq., General Traffic Manager, N. P. R. R., St. Paul, Minnesota:

DEAR SIR: Herewith copy of petition received from shippers in Stutsman county tributary to Odell station and other points in that vicinity, asking for a "Y" connection as indicated in the petition, submitted for your information. This matter will come up before the commissioners at their meeting March 3 for formal action.

Yours truly,
J. E. PHELAN,
Secretary.

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., Feb. 28, 1896. }

E. Pennington, Esq., Superintendent "Soo" Line, Minneapolis, Minn.:

DEAR SIR: Herewith find copy of petition received from shippers in Stutsman county, tributary to Odell Station and other points in that vicinity, asking for a "Y" connection, as indicated in the petition submitted for your information. This matter will come up before the commissioners at their meeting March 3 for formal action.

Yours Truly,
J. E. PHELAN,
Secretary.

NORTHERN PACIFIC RAILROAD COMPANY, }
OFFICE OF THE GENERAL TRAFFIC MANAGER, }
ST. PAUL, MINN., March 2, 1896. }

J. E. Phelan, Esq., Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: I am in receipt of your favor of the 28th ult., inclosing copy of petition received from shippers in Stutsman county, for the construction

of a "Y" in connection with the "Soo" line at or near Odell. I have referred this matter to our general manager, Mr. Kendrick, to whom the communication should have been addressed. I have charge only of traffic matters.

Yours truly,
J. M. HANNAFORD,
General Traffic Manager.

OFFICE OF COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., March 3, 1896. }

*To the Minneapolis, St. Paul & Sault Ste. Marie Railway Company,
Minneapolis, Minn. :*

GENTLEMEN: It having been made to appear to the satisfaction of the undersigned commissioners of railroads of the state of North Dakota, that the Minneapolis, St. Paul & Sault Ste. Marie Railway company has a line of road running through the county of Barnes, in the state of North Dakota, which said road is constantly operated by the Minneapolis, St. Paul & Sault Ste. Marie Railway company; that in the vicinity of Clive station the Northern Pacific railroad intersects and crosses said Minneapolis, St. Paul & Sault Ste. Marie railway; that there is no "Y" at said crossing or intersection, and that freight cannot be transferred at said crossing, either in car load lots or otherwise, therefore, you are hereby required and directed to keep, construct and maintain a "Y" or other track or connections at said crossing within sixty (60) days from the date of the service of this notice upon you.

JOHN W. CURRIE,
GEO. H. KEYES,
JOHN J. WAMBERG,
Commissioners.

Attest:
J. E. PHELAN, Secretary.

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., March 3, 1896. }

To the Northern Pacific Railroad Company, St. Paul, Minn.

GENTLEMEN: It having been made to appear to the satisfaction of the undersigned commissioners of railroads of the state of North Dakota, that the Northern Pacific Railroad company has a line of road running through the county of Barnes, in the state of North Dakota, known as the Sanborn, Cooperstown & Turtle Mountain railroad, which said road is constantly operated by the Northern Pacific Railroad company; that in the vicinity of Odell station the Minneapolis, St. Paul and Sault Ste. Marie railway intersects said Northern Pacific railroad; that there is no "Y" at said crossing or intersection, and that freight cannot be transferred at said crossing or intersection either in carload lots or otherwise.

Therefore you are hereby required and directed to keep, construct and maintain a "Y" or other track or connections at said crossing within sixty (60) days from the date of the service of this notice upon you.

JOHN W. CURRIE,
GEORGE H. KEYES,
JOHN J. WAMBERG,
Commissioners.

Attest:
J. E. PHELAN, Secretary.

R R. Com,—4.

NORTHERN PACIFIC RAILROAD COMPANY,
OFFICE OF THE GENERAL MANAGER,
ST. PAUL, MINN., March 11, 1896. }

Mr. J. E. Phelan, Secretary Board of Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Mr. Hannaford has referred to me your letter of February 28th, inclosing copy of petition for the construction of a "Y" in connection with the Soo line at or near Odell.

It does not seem to us that the construction of a "Y" at that point will be of any great advantage to any one, but we are ready and willing to put in our part of same at any time, if the Soo line will share with us the cost of the connection.

Yours truly,
J. W. KENDRICK,
General Manager.

BURLINGTON, N. D., March 16, 1896.

Mr. J. E. Phelan, Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: In re the "Y" ordered at Clive, Odell, will you kindly inform me who made application for it and object of getting it put in?

What would be the chances for getting one ordered in at Carrington? Has the Northern Pacific agreed to put in the one at Odell? I understand the Soo has agreed to it. What is our best way to open proceedings for purpose of getting one in at Carrington? Kindly answer these inquiries and oblige.

Very truly,
L. M. DAVIS.

OFFICE COMMISSIONERS OF RAILROADS,
March, 17, 1896. }

L. M. Davis, Esq., Superintendent of Mouse River Lignite Coal Company, Burlington, N. D.:

DEAR SIR: Replying to your favor of March 16th concerning "Y" ordered at Clive and Odell. Order was made on application and petition from shippers tributary to the points indicated, and quite a number at Jamestown and other points.

It you desire a "Y" at Carrington, and if you will send in a petition signed by at least twenty-five taxpayers and shippers, the commissioners will investigate the matter and take necessary action. The Northern Pacific Railroad company has agreed to stand its share of the expense for the "Y" at Odell provided the Soo line will do the same. We have not yet heard from the Soo management.

Yours truly,
J. E. PHELAN,
Secretary.

THE MINNEAPOLIS, ST. PAUL & SAULT SAINTE MARIE R'Y CO.
OFFICE OF GENERAL MANAGER.
MINNEAPOLIS, MINN., March 24, 1896. }

To the Honorable Commissioners of Railroads of North Dakota, Bismarck, N. D.:

GENTLEMEN: Upon my return from abroad, I find your valued favor of 28th of February, wherein you direct us to put in a connecting track between the line of this company and the Chicago, Milwaukee & St. Paul at Monango, and also at our intersection with the Northern Pacific railroad near Olive station.

In reply thereto, permit me to state that our company is at all times willing to expend money for connections, or other facilities that would benefit the public and increase our revenues. It does not appear to us that either of these connections are needed. None of the petitioners living in Stutsman county, so far as we can learn, will be benefitted by the proposed connection near Clive. We have yet to hear of an instance where a carload of freight, or less, has been offered for transfer at these points, and therefore, before entering on the expense incident thereto, we respectfully suggest that the necessity be shown. In doing this, we think our reputation with your honorable body is so well established that it is superfluous to state that we are anxious to comply with your demands, and, of course, should the necessity for these connections be shown, we shall gladly provide them.

Yours truly,
F. D. UNDERWOOD,
General Manager.

MINNEAPOLIS, ST. PAUL & SAULT SAINTE MARIE R'Y CO. }
OFFICE OF SUPERINTENDENT. }
MINNEAPOLIS, MINN., Feb. 21, 1896. }

Mr. J. W. Currie, Commissioner of Railroads North Dakota, Bismarck, N. D.:

DEAR SIR: Replying to your favor of the 6th inst., in regard to a connecting track between our line and the Chicago, Milwaukee & St. Paul railway near Monango, N. D., in which you state: "It having been made to appear to the satisfaction of the undersigned commissioners that it is necessary for a connection * * " Would you be good enough to let me have a copy of this information, showing what it is based on, and oblige?

Yours truly,
E. PENNINGTON,
Superintendent.

OFFICE OF COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., April 28, 1896. }

E. Pennington, Esq., Superintendent "Soo" Line, Minneapolis, Minn.:

DEAR SIR: Acknowledging your favor of February 21st, to Mr. Currie, the attached copy of communication to Mr. Underwood will answer your communication.

Yours truly,
J. E. PHELAN,
Secretary.

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., April 28, 1896. }

F. D. Underwood, Esq., Gen. Mgr. "Soo" Line, Minneapolis, Minn.

DEAR SIR: I am directed by the commissioners of railroads to acknowledge receipt of your favor of March 24th, relating to "Y" connections between the "Soo" line and the Chicago, Milwaukee & St. Paul R. R. at Monango, and also "Y" connection with the Northern Pacific R. R. near Clive station.

Regarding the connection near Clive, the commissioners investigated the matter and state, from the evidence gained from shippers along the Northern Pacific line who formerly enjoyed quite a trade in that section of the country now traversed by the "Soo" line, that a "Y" connection at that point will enable them to renew their business from Jamestown and other points east of that with that section of the country. As you know, arrangement of tracks near Valley City renders it impossible to put in a "Y" connection at that point without excessive cost, while a "Y" connection can be

placed in near Clive at a very low cost. Besides the claim of the shippers living on the line of the Northern Pacific R. R. there are claims on the part of coal dealers on the "Soo" line claiming a territory in the Northern Pacific country for their business.

All points considered, the commissioners have deemed it in the interest of the shippers, and also in the interest of the state, to have the law complied with in the matter of constructing a "Y," as ordered, at that point. The Northern Pacific company have signified their willingness to do their share of the work.

Similar conditions exist in relation to the "Y" connection required at Monango, Ellendale shippers desiring a connection for similar reasons to those claimed by other shippers in relation to the connection near Clive.

The commissioners acknowledge fair treatment at the hands of your management and desire to avoid any unreasonable request in any direction, but considering the light cost of this matter of "Y" connection at the points indicated, they have not anticipated any trouble with your company so far as it relates to the enforcement of the law.

The commissioners will be glad to learn what you propose to do in each case before the limit of the orders expire, viz: May 3d for Clive, and May 31st for Monango.

Yours truly,

J. E. PHELAN,
Secretary.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RY. CO.,
OFFICE OF GENERAL MANAGER,
MINNEAPOLIS, MINN., May 4, 1896. }

Mr. J. E. Phelan, Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Permit me to acknowledge your valued favor of the 28th ult. I am greatly obliged to you for the frank explanation you give for the necessity for a "Y" at Clive. We have all along realized that it might be an interest something akin to the Jamestown interest to effect an entrance on our line to the great detriment of other dealers, whom we are in duty bound to protect. In short, the merchants of Jamestown have no particular occupation on our line, especially when such occupation would be to the detriment of this company and its patrons. We cannot in law or equity be expected to build a railway from St. Paul and Minneapolis through that section of the country and have the people of Jamestown undertake to sell goods over it, which goods invariably go into the country over a competing line. Were they permitted to do this, we might take up so much of our track as is east of Jamestown, or our intersection at Clive.

I have before this stated to you that we have no desire to work antagonistic to the wishes of our patrons or the honorable railway commissioners, and I take occasion at this time to interpolate the remark that the people along our line are satisfied fully as well, if not better than the people situated adjacent to other lines of railway in your state. This being the case, we are called upon to expend money and to vacate a principle for the benefit of a few people who do not live on our line, and we contend that the law was never framed with this object in view, it being the foundation of all law to be as fair to one as to another.

This being the case, we shall by all lawful means within our power resist it, and must, therefore, respectfully decline to in any way make a connection between the tracks of this company and the Northern Pacific, until the question has been thoroughly adjudicated, and we enabled to present our side of the case.

Thanking you for your courtesy in the matter, and trusting you will see the equity of our position, and assuring your honorable body of my great respect for them, I beg to remain,

Very truly yours,

F. D. UNDERWOOD,
General Manager.

JAMESTOWN, N. D., May 5, 1896.

Hon. J. W. Currie, Chairman Commissioners of Railroads :

DEAR SIR: In regard to your order in reference to putting in "Y" at Odell or Clive.

I understand the "Soo" railroad will disregard the order—whether true or not I do not know.

I have quite a number of large orders for lumber that I will sell if connection is made soon, the parties wanting the lumber about the 1st of June, therefore, I am anxious to know if I can depend on getting cars transferred by that time.

Respectfully yours,
JAS. R. WINSLOW.

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., May 12, 1896. }

James R. Winslow, Esq., Jamestown, N. D. :

DEAR SIR: Replying to your favor of May 5 to Mr. Currie, regarding "Y" connecting the Northern Pacific and "Soo" lines at Odell and Clive. The commissioners of railroads are in receipt of a communication from General Manager Underwood of the "Soo" line, declining to construct a "Y" as ordered by the commissioners, and stating that his company will, by all lawful means within their power, resist any attempt to have such connection made. This means that the law must be tested in court as a preliminary to having the wants of the petitioners complied with.

Yours truly,
J. E. PHELAN,
Secretary.

JAMESTOWN, N. D., May 14, 1896.

Mr. J. E. Phelan, Secretary Commissioners of Railroads :

DEAR SIR: Yours of the 12th inst. at hand and contents note I. I would like to inquire whether the board will commence action in the courts to test the commissioners' power, and whether their orders shall be obeyed in this and similar cases and the constitutionality of the law under which they act.

If we cannot have the connection this season we will want it next season just as bad, and are anxious for a decision, so that we will know "where we are at."

Respectfully yours,
JAS. R. WINSLOW.

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., May 25, 1896. }

Jas. R. Winslow, Esq., Jamestown, N. D. :

DEAR SIR: Replying to your favor of May 14, the commissioners are yet in correspondence with the management of the "Soo" line concerning "Y" connections and have not yet decided what action they will take concerning the proposed "Y" connection at Odell. You will be advised as soon as the commissioners reach a final decision.

Yours truly,
J. E. PHELAN,
Secretary.

To the Honorable Board of Commissioners of Railroads of the State of North Dakota :

Your petitioners being residents of and doing business in the city of Ellendale, Dickey county, North Dakota, respectfully represent: That the Chicago, Milwaukee & St. Paul railroad has a line of road running through

the said county, which said road is constantly operated by said company. That about one and one half miles south of the village of Monango, in said county, and between said village of Monango and the city of Ellendale, aforesaid, what is known as the "Soo" railway intersects and crosses said C., M. & St. P. R. R. That said "Soo" line is constantly operated by said "Soo" railway company. That there is no depot at the intersection or crossing of said railways. That there is no "Y" at said crossing or intersection, and that freight cannot be transferred at said crossing either in car load lots or otherwise.

That your petitioners and many others are extensively engaged in shipping and receiving freight in car lots and otherwise. That among other goods and commodities shipped and received in bulk by car lots and otherwise are flour, wheat, oats, barley, wood, potatoes, mill feed, coal, hay, cattle, hogs, horses and sheep.

That in order to dispose of at a profit, or purchase at a profit, the various commodities herein named, as well as others, it becomes necessary to seek different markets, both for purchase and sale. That to reach these markets advantageously it is important and imperatively necessary that transportation should be obtained and used upon both of said railroads. That in order to do this the construction and use of a "Y" at the crossing of said railroads is imperatively necessary. That if a "Y" be constructed, as prayed for, the traffic will largely increase in volume and very materially enhance the business of said roads, and also increase the revenues of each. That your petitioners are so situated as to be patrons of both roads. That a connecting "Y" is absolutely necessary as prayed for.

Wherefore, your petitioners pray that you direct the building of said connecting "Y" immediately. Your petitioners further represent that they are residents, freeholders and taxpayers of said county of Dickey, and state of North Dakota, aforesaid.

ELLENDALE MILL Co.

C. A. MORRISON, coal, wood and hardware.

E. F. DUNTON, merchant.

J. W. BISHOP, merchant.

BLUMER BROS., merchants.

DICKIE & LOHSE, butchers and stockmen.

E. J. HUBBARD, feed mill and wood yard.

F. A. BOBBE, stock shipper.

J. H. SUTTLE & Co., merchants.

M. E. RANDALL, mayor.

RANDALL BROS., merchants.

F. L. WALKER, farm machinery.

W. A. CALDWELL, merchant and grain dealer.

THEO. NORTHP, feed and stock.

G. H. MERRIFIELD, machinery and feed.

J. T. HAGERTY, stock and grain.

MCDONALD & MAGOFFIN, merchants.

JOHN S. PEEK, grain and stock.

ED. N. LEIBY, drugs and stationery.

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., Jan. 16, 1896. }

Hon. John F. Cowan, Attorney General, Bismarck, N. D.:

DEAR SIR: I am directed by the commissioners of railroads, in session at Bismarck today, to submit to you the attached petition from residents of the city of Ellendale, Dickey county, asking that "Y" track be constructed connecting the Chicago, Milwaukee & St. Paul railroad and the Minneapolis, St. Paul & Sault Ste. Marie railroad at a point between the village of Monango and the city of Ellendale.

The commissioners ask you to arrange, without delay, to proceed by due

process of law for the enforcement of this petition. The commissioners are ready to act in this matter in the line of serving notices, or any other action necessary, as soon as advised by you.

Yours truly,
J. E. PHELAN,
Secretary.

OFFICE OF ATTORNEY GENERAL,
BISMARCK, N. D., Feb. 6, 1896. }

Hon. J. E. Phelan, Secretary Commissioners of Railroads, Bismarck,
N. D.:

DEAR SIR: Yours of recent date received, regarding petition from residents of Ellendale, Dickey county, N. D., for "Y" track to be constructed connecting the C. M. & St. P. R. R. and M., St. P. & Sault Ste. M. R. R. at a point between Monango and Ellendale.

In this matter you will proceed as directed in section 3068, Revised Codes, 1895. Forms of notices in such case were sent you from this office some time ago. Should the companies fail to comply with your notices this office will proceed pursuant to law, as you so request.

Yours truly,
JOHN F. COWAN,
Attorney General.

OFFICE COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., Feb. 6, 1896. }

To the Minneapolis, St. Paul & Sault Ste. Marie Railroad Company,
Minneapolis, Minn.:

GENTLEMEN: It having been made to appear to the satisfaction of the undersigned, commissioners of railroads of the state of North Dakota, that the Chicago, Milwaukee & St. Paul Railroad company has a line of road running through the county of Dickey in the state of North Dakota, which said road is constantly operated by said company; that about one and one-half miles south of the village of Monango, in said county, and between said village of Monango and the city of Ellendale, the Minneapolis, St. Paul & Sault Ste. Marie railroad intersects and crosses said Chicago, Milwaukee & St. Paul railroad; that there is no depot at said intersection or crossing of said railways; that there is no "Y" at said crossing or intersection, and that freight cannot be transferred at said crossing either in carload lots or otherwise; therefore you are hereby required and directed to keep, construct and maintain a "Y" or other track or connections at said crossing within sixty (60) days from the date of the service of this notice upon you.

JOHN W. CURRIE,
GEO. H. KEYES,
JOHN J. WAMBERG,
Commissioners.

Attest:
J. E. PHELAN, Secretary.

OFFICE COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., Feb. 6, 1896. }

To the Chicago, Milwaukee & St. Paul Railroad Company, St. Paul,
Minn.:

GENTLEMEN: It having been made to appear to the satisfaction of the undersigned, commissioners of railroads of the state of North Dakota, that the Chicago, Milwaukee & St. Paul Railroad company has a line of road running through the county of Dickey in the state of North Dakota, which said road is constantly operated by said company; that about one and one-half miles south of the village of Monango, in said county, and between

said village of Monango and the city of Ellendale, the Minneapolis, St. Paul & Sault Ste. Marie railroad intersects and crosses said Chicago, Milwaukee & St. Paul railroad; that there is no depot at said intersection or crossing of said railways; that there is no "Y" at said crossing or intersection, and that freight cannot be transferred at said crossing either in carload lots or otherwise; therefore, you are hereby required and directed to keep, construct and maintain a "Y" or other track or connections at said crossing within sixty (60) days from the date of the service of this notice upon you.

JOHN W. CURRIE,
GEO. H. KEYES,
JOHN J. WAMBERG,
Commissioners.

Attest:

J. E. PHELAN, Secretary.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,
OFFICE OF SECOND VICE PRESIDENT AND GEN. MANAGER,
CHICAGO, Feb. 20, 1896. }

Mr. J. E. Phelan, Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: I am in receipt of your communication of the 6th inst., in reference to the proposed track connection with the Minneapolis, St. Paul & Sault Ste. Marie railroad near Monango, N. D. In reply I beg to say that we will proceed to construct our part of the proposed connection as soon as the ground is in condition so that work of this nature can be done. I would ask that the time be extended to May 31, because frost is seldom out of the ground before May 1.

I assume that the Minneapolis, St. Paul & Sault Ste. Marie road will construct its part of the connection.

Yours truly,
A. J. EARLING,
Second Vice President and General Manager.

OFFICE COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., Feb. 28, 1896. }

A. J. Earling, Second Vice President and General Manager C. M. & St. P. R. R., Chicago, Ill.:

DEAR SIR: Replying to your favor of the 20th inst., concerning proposed track connection with the Minneapolis, St. Paul & Sault Ste. Marie railway near Monango, N. D., by direction of the commissioners of railroads, the time of the notice for construction of this "Y" connection is extended to May 31, 1896, as requested by you.

Yours truly,
J. E. PHELAN,
Secretary.

OFFICE COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., Feb. 28, 1896. }

F. D. Underwood, Esq., General Manager St. Paul, Minneapolis & Sault Ste. Marie Railroad, Minneapolis, Minn.:

DEAR SIR: Referring to the notice of the commissioners of railroads of date February 6, 1896, requiring construction of a "Y" track connecting the Chicago, Milwaukee & St. Paul railway and the Minneapolis, St. Paul & Sault Ste. Marie railway tracks in the vicinity of Monango, N. D., the time for construction in this matter is extended from May 1 to May 31, 1896, by direction of the commissioners of railroads.

The Chicago, Milwaukee & St. Paul people have signified their willing-

ness to build a track as required. The commissioners will be glad to hear from your company regarding your intentions in the matter.

Yours truly,

J. E. PHELAN,
Secretary.

OFFICE COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., May 12, 1896. }

F. D. Underwood, General Manager, Minneapolis, Minn.:

DEAR SIR: Acknowledging your favor of May 4, concerning proposed connection between the Soo line and the Northern Pacific railroad, at or near Clive station, the matter will be laid before the commissioners at their next meeting.

Will you kindly advise your decision regarding the construction of the "Y" connection between the Soo line and the Chicago, Milwaukee & St. Paul railroad at or near Monango. The main desire for the latter connection, as the commissioners understand it, being the desire of the people on the Milwaukee road in that vicinity to avail themselves of shipments of lignite coal from the Soo territory, as well as a desire on the part of Ellendale and other parties for connection with Soo points. As the commissioners will meet May 15, your decision in the matter will be appreciated if received before that time.

Yours truly,

J. E. PHELAN,
Secretary.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RY CO.,
OFFICE OF GENERAL MANAGER,
MINNEAPOLIS, MINN., May 28, 1896. }

Mr. J. E. Phelan, Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: I beg to apologize for delay in answering your valued favor of 12th inst., relative to construction of connecting tracks at Clive and Monango. Our position in the matter of a "Y" at Monango is the same as at Clive. The facts are that Aberdeen jobbers wish to get on to our line to the detriment of the people living along our road.

Please bear in mind the equities of the case before you make a final decision. I take this occasion to reiterate my former sentiments, which are, to comply with the requests made by your honorable body on every possible occasion; but in this instance you are being misled, in that you have been made to believe that these connections are necessary for the people living along our line, when in fact it will only benefit a few parties at Aberdeen, who have no other motive than to benefit themselves at the expense of others.

Yours respectfully,

F. D. UNDERWOOD,
General Manager.

THE MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RY. CO. }
OFFICE OF GENERAL MANAGER,
MINNEAPOLIS, MINN., June 25, 1896. }

Mr. G. W. Keyes, Ellendale, N. D.:

DEAR SIR: Mr. Pennington has acquainted me with the object of your visit to him a few days since. I think we can safely start in with the promise that the relations existing between our company and your honorable body and the people adjacent to our line, with whom we do business, are most pleasant, and we certainly desire to continue them.

I have, in a former letter to the secretary of your board, explained the

position of our company; possibly this letter may not have reached you, and I will therefore go over the same ground.

In the first place, we cannot recognize the justice of the proposition whereunder the people of Jamestown and Ellendale seek to detract from the revenues of our company. The people of Ellendale are amply served by two railways. The people of Monango are in the same position. The amount of business to be done from these two cities to and from our line is, in the case of Ellendale, infinitesimal. The people of Monango can reach our line at our station of Boynton—about $1\frac{1}{4}$ miles. I cannot see why the people of Monango are entitled to have a railroad brought to their doors any more than the 999 other people who live more than $1\frac{1}{4}$ miles away from a railway are. It would, no doubt, be pleasant for everyone to have a railway station at his farm, but the equities of the case are that it would be suicidal for the railway to attempt such a policy.

The real animus for the connection at Monango emanates from the jobbers of Aberdeen, S. D. Giving them access to our line to a certain extent confiscates it from Monango to St. Paul and Minneapolis. It is but fair to assume that the merchants of Aberdeen are furnished their goods from St. Paul and Minneapolis. Giving them access to our line through the medium of the connection at Monango puts us in the position of having the C. M. & St. P. or the Great Northern take goods from these two cities to Aberdeen, from which point they are distributed over our line. For the reason that we can deliver to the people of Monango and other towns on our line goods as cheaply from the same source of supply, we fail to see the equity of the arrangement whereunder the state of affairs I have above described I will obtain, and must, therefore, in justice to ourselves decline to make these connections, upon the grounds, first, that the amount of business transacted over them will not warrant the outlay, and second, we owe a duty to the interest we represent which we cannot allow the prejudice or ambition of any community to interfere with. Yours very truly,

F. D. UNDERWOOD.
General Manager.

The Chicago, Milwaukee & St. Paul Railway Company constructed their portion of the "Y" at Monango.

Both the above cases have been placed in the hands of the attorney general for the enforcement of the commissioners' orders.

FREIGHT AND PASSENGER RATES.

Complaint of J. E. Robinson of Fargo, referred to in Sixth annual report.

This case was submitted to the attorney general, resulting in the following correspondence:

OFFICE COMMISSIONERS OF RAILROADS. }
BISMARCK, N. D., Jan. 16, 1896. }

Hon. John F. Cowan, Attorney General, Bismarck, N. D.:

DEAR SIR: By direction of the commissioners of railroads, I submit herewith correspondence from J. E. Robinson, of Fargo, making complaint concerning unreasonable freight rates and unreasonable passenger tariff now in force on railroad lines in the state of North Dakota.

Your advice in this matter is solicited, and the commissioners will be glad to have you advise them concerning their powers and duties under the

circumstances alleged by Mr. Robinson, and state how far the commissioners can go, as authorized by the constitution and laws of the state of North Dakota, in satisfying these demands.

Yours truly,
J. E. PHELAN,
Secretary.

OFFICE OF ATTORNEY GENERAL,
BISMARCK, N. D., Feb. 6, 1896. }

Hon. J. E. Phelan, Secretary of the Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Your letters of recent date received in which you refer me to a somewhat lengthy correspondence, extending over some eight months, between J. E. Robinson, Esq., of Fargo, N. D., and your honorable board, upon the question of unreasonable freight and passenger rates now in force upon the railroads in this state.

You ask for my advice concerning what are the powers and duties of your board under the circumstances as stated by Mr. Robinson. It seems to me that your powers in this matter are fully set forth in Articles V and VI of Chapter 12 of the civil code (Revised Codes, 1895,) and would direct your attention more particularly to section 3031 et seq, which confer the power to fix equal and reasonable rates, fares, etc., prescribes the mode of procedure and the manner in which orders of the commissioners are enforced, etc. Some time ago I prepared forms for use under said Article VI. in the adoption of equal and reasonable freight rates, which forms were sent you.

Now, the power to regulate passenger fares is contained in the same section, and is exercised in the very same way, so that the forms already given you may be used in giving the proper notice to the company or companies whose passenger fares you wish to reduce. Should other forms be required in carrying out any labors of your board in this direction, this office will prepare them as needed.

After you have exercised the powers of your board you will notice that if the company shall neglect or refuse to comply with your final order, fixing rates, fares, etc., recourse is had to the courts to compel compliance therewith (section 3333 et seq). Under the law it is made my duty to appear for your board (section 3009) so, at present, I see no necessity for your employing other counsel in the matter as it would create no doubt, a considerable expense to the state for services that should be performed by its officers.

Please advise me should you need my services in this matter. It may become expedient to retain special counsel upon some of the technical inquiries upon the reasonableness of freight rates and passenger fares, but that can be arranged later.

Yours truly,
JOHN F. COWAN,
Attorney General.

This case involving mainly a demand for passenger tariff of three cents per mile, and the railroad companies adopting a three cent per mile rate for round trip tickets with mileage tickets available at two and one-half cents per mile, it was deemed by the commissioners inexpedient at that time to take the matter into court.

Petitioners of Osnabrock vs. the Great Northern Railway company concerning discrimination in freight rates, resulted in the following correspondence:

OFFICE COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., Jan. 16, 1896. }

Hon. John F. Cowan, Attorney General, Bismarck, N. D.:

DEAR SIR: Herewith petition from residents of Osnabrock and vicinity, concerning discrimination in freight rates against the Great Northern Railway company, submitted to you by direction of the commissioners of railroads, and your advice asked concerning the matter.

You are requested to proceed by due process of law to enforce any lawful provisions for satisfying the request of the petitioners.

Yours truly,
J. E. PHELAN,
Secretary.

OFFICE OF ATTORNEY GENERAL,
BISMARCK, N. D., Feb. 6, 1896. }

Hon. J. E. Phelan, Secretary Commissioners of Railroads, Bismarck:

DEAR SIR: Yours of recent date received, inclosing petition from residents of Osnabrock and vicinity, concerning discrimination in freight rates on grain by the Great Northern Railway company, as between Osnabrock and Milton.

If the commissioners find that the rate complained of as injurious to the interests of Osnabrock is unequal or unreasonable, then it seems to me that your board should exercise the power given them under section 3,031, Revised Codes of North Dakota, 1895, and proceed in the manner set forth in said section 3,031 et seq. to determine the proper rate.

The first step in this direction will be to serve the notice as provided in said section, forms for which are herewith sent you. You will notice that this matter is perhaps fully covered by my advice to you as to the action you should take under the law in reference to the fixing of freight rates as prayed for in the petition from the business men of Fargo, which was referred to this office by you for advice.

I call your attention to the fact that the shipments of grain referred to in the petition from Osnabrock may involve questions relating to interstate commerce, the law in relation to which may restrict your powers in this matter.

Yours truly,
JOHN F. COWAN,
Attorney General.

This case was also taken up by a delegation of petitioners with President J. J. Hill, of the Great Northern railway, and adjusted satisfactorily.

Complaint of M. F. Williams, relating to enforcement of sections 3,060 and 3,061, Revised Codes, is explained in the following correspondence:

OFFICE COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., Feb. 3, 1896. }

J. M. Hannaford, Esq., General Traffic Manager N. P. R. R., St. Paul, Minn.:

DEAR SIR: The following is a copy of complaint received from M. F. Williams, of the Fargo Storage and Transfer Company, at Fargo, that will explain itself:

FARGO, N. D., Jan. 15, 1896.

Mr. John Currie, Dickinson:

DEAR SIR: The last legislature passed a bill requiring railroad companies to stop cars, short of destination, for twenty-four hours on payment of \$5. This enables machine dealers to bill cars to farthest point and stop at an intermediate station to unload part of it. This saves freight. This rule has been in force on all Chicago lines for years and the Milwaukee grants it in North Dakota. The Northern Pacific and Great Northern have always refused to do this. If you find that law in the session laws, you would confer a favor on the machine men by getting these companies to make a rule covering this point.

Yours truly,
M. F. WILLIAMS.

You will also note the requirements of sections 3060 and 3061 of the civil code bearing upon this subject:

§ 3060. STOP OVER RATES ON CARS. Whenever any railroad company doing business in this state as a common carrier shall ship any car or cars of freight over any of its railway lines or branches thereof, which car or cars contains freight to any intermediate point or points, it shall be the duty of such railroad company to stop such car or cars at such point or points, and the consignee of such freight shall be permitted to unload the same upon payment to such railroad company of the full freight rates from the shipping point to the terminal point of such car or cars, and in addition thereto the sum of five dollars per car for each and every day such car or cars is or are delayed during such stop-over; provided, the car or cars contain no perishable goods and are billed to one consignee, and in no case over one stop or stop-over shall be made, nor shall said car or cars be opened but once for distributing goods at intermediate stations.

§ 3061. PENALTY. Every railroad company neglecting or refusing to comply with the provisions of the last section shall be liable to damages in the sum of twenty dollars for each and every day such railroad company neglects or refuses to comply with the provisions hereof, to be recovered by any person damaged by reason of such neglect or refusal in any court of competent jurisdiction.

The commissioners respectfully request that you take early action to provide for compliance with the law, and will be glad to hear from you as to what you do in the matter as soon as possible.

Yours truly,
J. E. PHELAN,
Secretary.

OFFICE COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., Feb. 3, 1896. }

M. F. Williams, Esq., Fargo Storage and Transfer Company, Fargo, N. D.:

DEAR SIR: Replying to your favor of January 15th addressed to Mr. Currie concerning sections 3060 and 3061, civil code, Revised Codes of North Dakota, concerning the privileges of stopping cars in transit for unloading machinery and so on. This matter has been taken up with the Great Northern and Northern Pacific railroads and will have careful attention from the commissioners of railroads and the law will be enforced.

Yours truly,
J. E. PHELAN,
Secretary.

NORTHERN PACIFIC RAILROAD COMPANY,
OFFICE OF THE GENERAL TRAFFIC MANAGER,
ST. PAUL, MINN., Feb. 6, 1896. }

J. E. Phelan, Esq., Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: I am in receipt of your letter of February 3d containing complaint of M. F. Williams, based on sections of code 3060 and 3061.

The adoption of this ruling would be very unfortunate for the railroad

companies. There is no way in which we could get a check on either these part lots or on the balance of the car that would be satisfactory to us, or to the shippers, and I fear that shortage claims would be continually coming up. At the same time we desire to do what is right in this matter, and I have referred the correspondence to our attorneys who now have it under consideration and have promised me an opinion in a few days, when I shall communicate again with you.

Yours truly,

J. M. HANNAFORD,

General Traffic Manager.

NORTHERN PACIFIC RAILROAD COMPANY,
OFFICE OF GENERAL TRAFFIC MANAGER,
ST. PAUL, MINN., May 1, 1896. }

J. E. Phelan, Esq., Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Referring to your letter February 3, calling my attention to section 3060, North Dakota Civil Code, and Mr. Williams' complaint in regard to this company not stopping cars in transit, as required by law.

I regret exceedingly that there has been such a delay in getting circular prepared covering this point. It is not the fault of this company that it has not been issued before. I inclose you herewith a copy of the proof for a circular which will be issued at the earliest possible moment, probably within the next forty eight hours. I hope it will be satisfactory to the commission. It seems to me that it covers the case as far as possible. Please let me know if you see any objection to it. Yours truly,

J. M. HANNAFORD,

General Traffic Manager.

To Agents in North Dakota:

In conformity with requirements of section No. 3060, North Dakota Civil Code, the following instructions will govern the stopping of carload freight in transit, to partly unload, taking effect May 7, 1896:

Carload shipments of freight of one commodity or of two or more commodities for which mixed carload rating is provided in current tariffs or classification, except cars containing perishable freight, the originating point and distribution of which are both within the state of North Dakota, may be stopped at one point intermediate to destination given by shippers on shipping bill to partly unload for the sum of Five Dollars (\$5.00) per day or part of day that car is held at such intermediate point, provided, shippers specify on shipping bill the name of consignee and final destination of car, also intermediate point at which it is to be stopped and name of party who is authorized, on consignee's account, to partly unload the car at such intermediate point.

In order to insure collection at final destination of charges on the original or total weight of contents of car from shipping point, together with stopping charge, agents will require shippers to prepay or guarantee payment of all charges at destination.

Agent at billing point will show on face of waybill the name of intermediate point at which car is to be stopped and name of party authorized to unload; also will show the stopping charge in unpaid or prepaid column, as may be, making notation as to nature of such charge, and on back of waybill notation should be made: "Car to be stopped at station to be partly unloaded."

Complaint of Mathien Bros., of Sanborn, and M. L. Parker & Co., of Jamestown, is explained in the following correspondence:

WYMAN, PARTRIDGE & Co.,
WHOLESALE DRY GOODS,
MINNEAPOLIS, May 19, 1896. }

Mathien Bros., Sanborn, N. D.:

GENTLEMEN: In reply to your favor of the 18th in regard to the rate on cotton piece goods to your place would say. The special rate on calicoes and sheeting, etc., does not apply to stations west of Fargo.

Yours truly,
WYMAN, PARTRIDGE & Co.

SANBORN, N. D., May 29, 1896.

J. W. Currie, Dickinson, N. D.:

DEAR SIR: I understand you are chairman of the commissioners of railroads, and as we here in Dakota pay an extra freight rate on goods classified which we ought not to, I will inclose you a letter from Wyman, Partridge & Co., also from M. L. Parker, Jamestown. Now, there ought to be something done to remedy this charge on freight, and if it is in your power to do anything in regard to rates I hope you will pay attention to same and see whether we cannot get the same rates as other towns do.

Hope you are interested in same and oblige.

Yours truly,
MATHIEN BROS.

JAMESTOWN, N. D., May 29, 1896.

Mathien Bros., Sanborn, N. D.:

GENTLEMEN: Your letter of the 20th received. It seems that the railroad classifies freight differently to competing points. For instance, sheetings and cotton goods in bolt are shipped to Fargo as third-class at 52 cents per hundred weight (and should be 62 cents to Jamestown), but they classify the same goods to Jamestown as first-class at 95 cents per hundred weight, 33 cents per hundred weight more than they ought, taking the Fargo third-class rate as a basis. I have showed several business men your communication. It opened the eyes of some, and others were "onto the fact." A competing railroad could correct this. The interstate commerce commission won't do anything.

Yours, etc.,
M. L. PARKER & Co.

SANBORN, N. D., June 3, 1896.

John W. Currie, Dickinson, N. D.:

DEAR SIR: Yours of the 2nd inst. at hand. Hope you will give the matter a thorough investigation and see whether any railroad can discriminate on rates on merchandise between points.

I am only a new comer here, but I want to see us treated the same as other places, and it is to our interests if we can get this classification at our point as well as Fargo or any other town.

Very truly,
MATHIEN BROS.

OFFICE COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., June 23, 1896. }

J. M. Hannaford, Esq., General Traffic Manager Northern Pacific Railway, St. Paul, Minn.:

DEAR SIR: Inclosed please find communications from Mathien Bros., Sanborn, N. D.; M. L. Parker & Co., Jamestown, N. D., and Wyman, Part-

ridge & Co., Minneapolis, Minn., relating to claim of a discrimination on certain goods in favor of Fargo as against other points in this state.

While I hardly think this comes under our jurisdiction, I would be pleased to hear from you in regard to the matter.

Yours very truly,

JOHN W. CURRIE,
Chairman.

NORTHERN PACIFIC RAILROAD COMPANY,
OFFICE OF THE GENERAL TRAFFIC MANAGER. }
ST. PAUL, MINN., June 26, 1896. }

John W. Currie, Esq., Chairman Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: In Mr. Hannaford's absence I have to acknowledge yours of the 23rd., with inclosures in regard to complaint of M. L. Parker, Jamestown, and Mathien Bros., Sanborn, N. D., with reference to rates on dry goods from Minneapolis. Will see this matter has Mr. Hannaford's attention immediately on his return.

Yours truly,

HENRY BLAKELEY,
Secretary.

NORTHERN PACIFIC RAILROAD COMPANY,
OFFICE OF THE GENERAL TRAFFIC MANAGER, }
ST. PAUL, MINN., July 17, 1896. }

John W. Currie, Esq., Chairman Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: I have to acknowledge yours of the 23d of June, with inclosures in regard to rates on certain classes of dry goods to points in North Dakota. While appreciating, as you state, that it is not clearly a matter coming under the jurisdiction of your board, I am obliged to you for having called my attention to it, the condition of things having escaped my notice. I have taken steps, however, to remedy the matter at once, and our freight department will make publication as early as legal requirements will permit, extending the special rate for cotton piece goods, etc., to all stations reached by our line in North Dakota, and which action I trust will be satisfactory. Will add that we have also taken the matter up with the Great Northern company for similar action on their part, and are advised that the matter will be arranged on their line also.

Yours truly,

J. M. HANNAFORD,
General Traffic Manager.

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., Aug. 10, 1896. }

Mathein Bros., Sanborn, N. D.:

GENTLEMEN: In reply to your favor of June 3, 1896 to Mr. Currie, chairman of the commissioners of railroads, I am requested by Mr. Currie to state to you that the case of discrimination or classification on merchandise as indicated in your communication has received consideration and necessary concession having been made by the management of the Northern Pacific Railroad company so that the discrimination complained of no longer exists. I am,

Yours truly,

J. E. PHELAN,
Secretary.

Fargo jobbers vs. Great Northern Railway company:
 Mouse River Lignite Coal company and others vs. Great Northern Railway company:

Each case is fully explained in the following correspondence:

FARGO, N. D., Jan. 27, 1896.

Mr. J. E. Phelan, Secretary, Bismarck, N. D.:

DEAR SIR: I enclose you complaint of the jobbers of Fargo, which explains itself.

Hoping that you will give it the attention it merits, I am

Yours respectfully.

THOS. KLEINOGEL.

FARGO, N. D., Jan. 24, 1896.

To the Honorable Commissioners of Railroads, Bismarck, N. D.:

GENTLEMEN: The undersigned jobbers of the city of Fargo would respectfully call your attention to the fact that, whereas the Northern Pacific Railroad company has voluntarily established certain freight rates from Fargo over their lines, and which rates have now been in force for about one year, and with every indication that the same represent permanent maximum rates, and are satisfactory and profitable to that road; and

WHEREAS, The freight rates from Fargo over the lines of the Great Northern railway are in excess of the rates from Fargo over the lines of the Northern Pacific railroad, for the same distances, it is believed by the undersigned that said freight rates over the lines of the Great Northern railway are excessive and unjust.

We, therefore, request your honorable board to take the matter under immediate advisement, and, by such means as are at your command, compel the Great Northern railway to reduce freight rates over their lines leading out of Fargo to such amounts as shall not exceed the rates over the lines of the Northern Pacific railroad from Fargo for the same distances.

NORTHWESTERN GROCERY Co.,

BRISTOL & SWEET,

D. F. SMITH,

EVERHART & Co.,

THE PLANO MFG. Co.,

By George F. Fuller, Mgr., Fargo;

DOWAGIAC MFG. Co., — Jones;

J. I. CASE THRESHING MACHINE Co.,

By S. B. Clary, general agent;

DEERING HARVESTER Co.,

By Geo. H. Simms, general agent;

J. A. JOHNSON & SONS,

THE VAN BRUEL, WILKINS MFG. Co.;

By J. A. Johnson & Sons, Trans. Agts;

ECONOMIST PLOW Co.,

By J. A. Johnson & Sons, Trans. Agts;

FARGO MERCANTILE Co.;

VIDGER & LEWIS,

PARK, GRANT & MORRIS,

STANDARD OIL Co.,

P. C. Crenshaw, manager;

FARGO STORAGE & TRANSFER Co.,

MAGILL & Co.,

MCCORMICK H. M. Co.,

J. D. Moulder, general agent;

THE PITTS AGRIC'L WORKS,

By S. G. Wright, general agent;

WARDER, BUSHNELL & GLESSNER Co.,

By J. A. Johnson & Sons, Trans. Agts;

WESTERN WHEEL & SCRAPER Co.,

By J. A. Johnson & Sons, Gen. Agts;

THE FARGO CANDY Co.,

F. Ehrman, secretary.

FARGO, N. D., Jan. 30, 1896.

Mr. J. E. Phelan, Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: In answer to your favor of the 29th inst., I enclose you the brief comparative statement asked for. You undoubtedly have the respective tariffs on file in your office, and these figures will be found absolutely correct. Any further information you may desire we will cheerfully furnish on request.

Very respectfully,

THOMAS KLEINOGEL.

COMPARATIVE LOCAL FARGO FREIGHT RATES.

Via Northern Pacific Railroad.		Distance		Via Great Northern Railroad.		Distance		Via Northern Pacific Railroad.		Distance		Via Great Northern Railroad.		Distance		Merchandise in cents per 100 pounds.			
Stations.		Class.				Stations.		Class.				Stations.		Class.					
1st.	2nd.	3rd.	4th.	1st.	2nd.	3rd.	4th.	1st.	2nd.	3rd.	4th.	1st.	2nd.	3rd.	4th.	1st.	2nd.	3rd.	4th.
20	Cassellon	20	17	14	11	21	Gardner	22	19	15	13	22	19	15	13	22	19	15	13
42	Tower City	29	25	20	15	39	Hillsboro	30	26	21	18	30	26	21	18	30	26	21	18
66	Hobart	37	31	26	19	65	Thompson	40	34	28	24	40	34	28	24	40	34	28	24
105	Cooperstown	47	40	31	25	108	Larimore	56	48	39	34	56	48	39	34	56	48	39	34
127	Melville	50	43	33	28	129	Michigan City	60	51	42	36	60	51	42	36	60	51	42	36
162	Driscoll	61	52	40	35	164	Devils Lake	68	58	48	41	68	58	48	41	68	58	48	41
208	Marmot	74	64	50	43	206	Knox	76	65	53	46	76	65	53	46	76	65	53	46
240	Almont	80	69	54	46	232	Berwick	82	70	57	49	82	70	57	49	82	70	57	49
280	Taylor	90	77	61	52	281	Minot	92	78	64	55	92	78	64	55	92	78	64	55
304	Lehigh	94	81	64	55	304	Berthold	96	82	67	58	96	82	67	58	96	82	67	58
106	Buchanan	47	40	31	25	107	Minto	56	48	39	34	56	48	39	34	56	48	39	34
130	Crystal Springs	50	43	33	28	180	St. Thomas	60	51	42	36	60	51	42	36	60	51	42	36
158	Geneva	58	50	39	35	156	Neché	66	56	46	40	66	56	46	40	66	56	46	40
82	Spiritwood	43	37	29	22	83	Schurmeier	48	41	34	29	48	41	34	29	48	41	34	29

OFFICE OF ATTORNEY GENERAL,
BISMARCK, N. D., February 6, 1896. }

Mr. J. E. Phelan, Secretary Board of Railway Commissioners, Bismarck:

DEAR SIR: In regard to the petition of the Fargo business men praying your board to fix and determine freight rates on the Great Northern railway, I beg leave to say that if the board should find that said petition presents grounds for action on the part of the board, the procedure should be according to the provisions of section 3031 of the Revised Codes. The first step will be to serve written notice on the company of the time and place the matter will be heard. I herewith below give you form of such notice as will, I think, be suitable for that purpose. The statute does not prescribe the length of the notice, but thirty days would, probably, be a reasonable length of time to give.

(Form of Notice.)

To the Great Northern Railway Company, St. Paul, Minn.:

GENTLEMEN: It having been made to appear to the satisfaction of the undersigned commissioners of railroads of the state of North Dakota, that the tariffs of freight rates on merchandise of the first, second, third and fourth classes, according to the schedules of such rates now in force and published by said railway company and now on file in the office of said railroad commissioners, are wholly unequal and unreasonable, Therefore, you are hereby notified that the undersigned railroad commissioners will, on the 4th day of March, 1896, at the hour of 10 o'clock in the forenoon of said day, at the Metropole hotel in the city of Fargo, North Dakota, proceed to fix and determine such freight rates; and you are hereby further notified that said railroad commissioners will at said time and place afford to you an opportunity to make any explanation or showing, if you so desire, or to furnish any explanation to said commissioners on the subject of determining and fixing such rates.

Dated at Bismarck, N. D., this day of, 1896.

Attest:

.....
Secretary.

.....
Commissioners.

Retain the original of this notice and serve a copy on any agent of the company within this state.

Very truly yours,
JOHN F. COWAN,
Attorney General.

(COPY.)

To the Great Northern Railway Company, St. Paul, Minn.:

GENTLEMEN: It having been made to appear to the satisfaction of the undersigned commissioners of railroads of the state of North Dakota, that the tariffs of freight rates on merchandise of the first, second, third and fourth classes, also on coal, according to the schedules of such rates now in force and published by said railway company and now on file in the office of said commissioners of railroads, are wholly unequal and unreasonable; therefore, you are hereby notified that the undersigned commissioners of railroads will, on the 4th day of March, 1896, at the hour of 10 o'clock in the forenoon of said day, at the Metropole hotel in the city of Fargo, North Dakota, proceed to fix and determine such freight rates, and you are hereby further notified that said commissioners of railroads will, at said time and place afford to you an opportunity to make any explanation or showing, if you so

desire, or to furnish any explanation to said commissioners on the subject of determining and fixing such rates.

Dated at Bismarck, N. D., this 6th day of February, 1896.

Attest:

J. E. PHELAN,
Secretary.

JOHN W. CURRIE,
GEO. H. KEYES,
JOHN J. WAMBERG.

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., Feb. 6, 1896. }

Thomas Kleinogle, Fargo, N. D.:

DEAR SIR: The commissioners of railroads, in response to the petition from the jobbers of Fargo, dated Jan. 24, 1896, have today served notice on the Great Northern Railway company notifying them that the merchandise rates are unreasonable, etc., and notifying them that the commissioners of railroads will, on the 4th day of March, 1896, at the hour of 10 o'clock in the forenoon of said day, at the Metropole hotel in the city of Fargo, N. D., proceed to fix and determine such freight rates.

This for your information and information of petitioners.

Yours truly,
J. E. PHELAN,
Secretary.

FARGO, N. D., March 4, 1896.

To the Great Northern Railway Company:

GENTLEMEN: At a meeting of the commissioners of railroads of North Dakota, at Fargo, March 4, 1896, the Great Northern railway company appeared pursuant to notice of the commissioners of railroads in relation to reduction of rates on merchandise of the first, second, third and fourth classes, and it declining to make the reduction on the ground that its rates are now reasonable, and that the same should not be reduced, but should be maintained, after discussion and consideration of the facts, the commissioners of railroads adopt the following order and direct it to be served on the Great Northern railway company:

In consideration of the volume of business at Fargo and Grand Forks, that a distributive tariff be put in force from each of said towns relating to the first, second, third and fourth classes, and making the following reduction below existing tariffs in cents per hundred pounds:

1 cent per 100 lbs. below prevailing rates for distances of twenty-five miles or under.

2 cents per 100 lbs. below prevailing rates for distances of fifty miles and over twenty-five miles.

3 cents per 100 lbs. below prevailing rates for distances of seventy-five miles and over fifty miles.

4 cents per 100 lbs. below prevailing rates for distances of 100 miles and over seventy-five miles.

5 cents per 100 lbs. below prevailing rates for distances of over 100 miles.

JOHN W. CURRIE,
GEORGE H. KEYES,
JOHN J. WAMBERG,
Commissioners.

Attest:

J. E. PHELAN, Secretary.

NORTHERN PACIFIC PRESENT RATE.						GREAT NORTHERN RATE AS ORDERED.					
Distance.	Stations.	Class.				Distance.	Stations.	Class.			
		1st.	2d.	3d.	4th.			1st.	2d.	3d.	4th.
14	Stockwood	17	14	12	10	14	Argusville.....	16	13	11	9
23	Hawley	22	19	15	12	21	Gardner	21	18	14	12
36	Buffalo	28	23	19	14	39	Hillsboro.....	29	25	20	17
66	Hobart	37	31	26	19	65	Thompson	38	32	26	22
76	Verona	42	36	28	21	77	Grand Forks ...	43	36	29	25
82	Spiritwood	43	37	29	22	83	Schurmier	44	37	30	25
105	Cooperstown	47	40	31	25	108	Larimore	51	43	34	29
106	Buchanan.....	47	40	31	25	107	Minto	51	43	34	29
127	Melville	50	43	33	28	129	Michigan City....	55	46	37	31
130	Crystal Springs.....	50	43	33	28	130	St. Thomas	55	46	37	31
162	Driscoll.....	61	52	40	35	164	Devils Lake	63	53	43	36
153	Geneva	58	50	39	35	156	Neche	61	51	41	35
176	McKenzie	64	56	43	36	179	Langdon	65	55	44	37
208	Marmot	74	64	50	43	206	Knox	71	60	48	41
240	Almont	80	69	54	46	240	Towner	77	65	48	44
280	Taylor	90	77	61	52	281	Minot	87	73	59	50
304	Lehigh	94	81	64	55	304	Berthold.....	91	77	62	53

NORTHERN PACIFIC PRESENT RATE —Continued.						GREAT NORTHERN RATE AS ORDERED.—Continued.					
Distance.	Stations.	Class.				Distance.	Stations.	Class.			
		1st.	2d.	3d.	4th.			1st.	2d.	3d.	4th.
116	Carthage Junction	46	39	31	26	116	Grafton.....	53	44	36	30
116	Rockwood.....	46	39	31	26	112	Warren....	53	44	36	30
152	New Rockford	58	50	39	35	153	Hallock.....	61	51	41	35
172	Oberon	64	56	43	36	172	St. Vincent.....	75	55	44	37
201	Leeds.....	71	61	47	40	203	Leeds....	71	60	48	41

One cent per hundred on twenty-five miles or less.

Two cents per hundred on any distance over twenty-five miles and not to exceed fifty miles.

Three cents per hundred on over twenty-five miles and not to exceed seventy-five miles.

Four cents per hundred on one hundred miles or less.

Five cents per hundred on all over one hundred miles.

This case was favorably adjusted by the Great Northern railway company complying with the order of the commissioners.

Herewith follows the correspondence and results of action taken regarding coal rates:

GREAT NORTHERN RAILWAY COMPANY,
OFFICE OF THE GENERAL TRAFFIC MANAGER,
ST. PAUL, MINN., Sept. 2, 1895 }

Mr. L. M. Davis, Burlington, N. D.:

DEAR SIR: Referring to our conversation of a month or so ago, with reference to rates on lignite coal between points on our line in North Dakota.

As you are no doubt aware, the rates promulgated by the board of railroad commissioners of North Dakota were never put in effect by this company, and order was issued to that effect, which was, by a new board coming in a few months later, suspended, since which no further action has been taken.

For your information I inclose herewith a copy of tariff on lignite coal from Minot to points in North Dakota, also a copy of the latest tariff on coal from West Superior and Duluth to all points on our line. A comparison of the figures will give you full information as to the relative rates from both points.

I have made a comparison of most of the territory and conclude that they are quite in your favor.

Yours truly,

W. L. SHUTE,

General Traffic Manager.

BURLINGTON, N. D., Oct. 1, 1895.

To Hon. Board Commissioners of Railroads, Bismarck, N. D.:

GENTLEMEN: I inclose herewith a copy of a letter from the management of the G. N. Ry. which explains itself. I have been trying, speaking for our company, to get better rates on lignite for a year past over the G. N. Ry. but have met with no success. There is a very general demand among the residents of the country between here and Grand Forks for our fuel, but the present tariff is prohibitive and we simply cannot touch the business that rightfully belongs to us, nor can the consumer get his fuel at prices he is entitled to. We had supposed that the action of the legislature last winter in establishing a new lignite tariff sheet would remedy our cause for complaint, but as you note by inclosed letter the G. N. people flatly refuse to comply with the provisions of the new law. Our next resource is to apply to your honorable board for relief. Will you kindly take the matter up at an early date and help us to get our rights.

We want a rate to Fargo and intervening territory on the G. N. The N. P. makes rate from Lehigh to Fargo—303 miles—of \$2 per ton of 2,100 lbs. The "Soo" rate, Burlington to Elbow Lake—318 miles—\$1.85 per ton. The G. N. Minot to Grand Forks—207 miles—\$2.25 per ton. Add "Soo" tariff, Burlington to Minot—7 miles—50 cents, and our rate to Grand Forks becomes \$2.75. With a less distance, Burlington to Fargo, than from Dickinson mine (Lehigh) to Fargo, there is no reason why we should not get as good a rate.

We respectfully urge you to do all you can for us in the matter.

Respectfully yours,

THE MOUSE RIVER LIGNITE COAL CO.,

L. M. DAVIS, Superintendent.

OFFICE OF COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., Oct. 11, 1895. }

Hon. Geo. H. Keyes :

DEAR SIR: Herewith find letters from Mouse River Lignite Coal Co., that I send to you at request of Mr. Currie, with the suggestion that you arrange with Mr. Wamberg and go to Burlington without delay and investigate all facts with a view to applying the proper remedy.

After investigation, with knowledge of the facts, the case can be taken up with Great Northern management, as the commissioners may decide.

Sincerely,

J. E. PHELAN,
Secretary.

HOOPLE, N. D., Oct. 15, 1895.

J. E. Phelan, Esq., Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Can you inform me as to the intentions of the Great Northern railway in hauling lignite coal in this state in conformity with the freight rates set by our state law, enacted last session of our state legislature. If the railways do not consent to obey the law, can it be enforced? The people in this part of the state want our native coal for fuel, but the freight rates the railways have charged in the past have made it more expensive than wood, or eastern coal.

Yours truly,

WM. HILLIER.

BURLINGTON, N. D., Oct. 14, 1895.

Mr. J. E. Phelan, Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Your favor of 11th at hand, and we thank you for prompt attention given our letter. Will you kindly notify me three or four days in advance before coming here, so I may have time to get back here to meet you in case I am away. I am on the road a good deal and otherwise might miss you if not thus notified.

Respectfully,

L. M. DAVIS,
Supt. Mouse River Lignite Coal Co.

GREAT NORTHERN RAILWAY COMPANY,
OFFICE OF THE GENERAL TRAFFIC MANAGER,
ST. PAUL, MINN., Oct. 28, 1896. }

Mr. John W. Currie, Dickinson, N. D.:

DEAR SIR: With reference to letter of Mr. William Hillier, which was forwarded by you to Mr. Warren, regarding the coal rates in North Dakota, no change in our rates has been made on account of the following ruling issued by the board of railroad commissioners in the state of North Dakota:

"I am instructed by the board to notify the Great Northern Railroad company that the action of the former board on December 25, 1894, in promulgating the schedule of so-called reasonable maximum rates for hauling lignite coal between points within the state of North Dakota, as ordered by the board of commissioners of railroads December 25, 1894, having proved very unpopular and being the cause of grievous complaints from shippers interested, the present board has taken action to repeal the order, and your management is respectfully requested to allow the rates existing prior to December 25, 1894, to remain in force until such time as rates on a more just and equitable basis may be agreed upon. The board will give ample notice to your company in event of desiring further action."

Yours truly,

W. L. SHUTE.

NORTHERN PACIFIC RAILROAD COMPANY,
OFFICE OF THE GENERAL TRAFFIC MANAGER.
ST. PAUL, MINN., Oct. 29, 1895. }

John W. Currie, Esq., Dickinson, N. D.:

DEAR SIR: Referring to the memorandum you left with me some days since, asking if we could reduce the rate on coal to Gladstone: The rate at the present time is 75 cents per ton, which is a little more than the actual cost of handling the traffic. At the same time the car is in service just as long in taking a carload of coal from Dickinson to Gladstone as it would be from Dickinson to Bismarck; the delay in loading and unloading is as great, or greater, and, upon thorough investigation, I feel sure that the rate would only be used to reduce the rate paid the farmers at Gladstone at the present time. The bulk of the supply at Gladstone is secured from the farmers who haul the same into town by teams. There are, however, certain seasons when the farmers are busy with their teams and cannot afford to haul this lignite for the prices that are now paid, and a few carloads have been taken in from Dickinson. My judgment is that if we reduce the rate it will only be on the few cars we are still getting, and that the farmer will be obliged, when he does haul coal in, to compete on a lower basis. I do not believe it is good for the country to force this condition of affairs, and I think if you give it your usual fair consideration you will agree with me that it is not best to reduce this rate.

Very truly yours,
J. M. HANNAFORD,
General Traffic Manager.

OFFICE COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., Jan. 16, 1896. }

Hon. John F. Cowan, Attorney General, Bismarck, N. D.:

DEAR SIR: Complaint of the Mouse River Lignite Coal Company concerning unreasonable coal rates on the line of the Great Northern railroad; also communication from William Hillier, state senator from Hoople, N. D., concerning the same subject, and correspondence from W. S. Shute, general traffic manager of the Great Northern Railway company, are submitted for your information, and by direction of the commissioners you are requested to proceed by due process of law to enforce sections 3070, 3071 and 3072, Revised Codes, governing freight rates on coal. This action will be taken against the Great Northern Railway company.

The commissioners are ready to act in this matter in carrying out any advice that you may offer, and will be glad to consult with you regarding employment of additional counsel to take special charge of this case.

Yours truly,
J. E. PHELAN,
Secretary.

LAKOTA, N. D., January 22, 1896.

J. E. Phelan, Esq., Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Your letter to Mr. Kent, secretary of our Business Men's Association, has been referred to us. We would say that we are probably the heaviest receivers of lignite coal on the Great Northern road. We will probably put in 300 tons this season. Up to date we have had to pay the old rate of \$2 from Minot, whereas the law places the rate at \$1.10, as we are about 125 miles from Minot.

Will you please advise us if there seems to be any probability of the G. N. respecting the rate fixed by the state.

Yours truly,
L. C. SCOTT & Co.

LAKOTA, N. D., Jan. 31, 1896.

Mr. J. E. Phelan, Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Will you kindly advise me what steps have been taken, if any, to compel the Great Northern railway to comply with the law on coal rates, and what in your opinion is the best way to get a'ter them.

As you have probably noticed, there will be a state convention of the business men of the state held in Grand Forks, Feb. 18th, for the purpose of organizing a State Business Men's Union. I should be pleased to receive any suggestion you can offer as to what is the best way to bring about the many needed reforms which so embarrass the business men and your commission.

Very respectfully,

E. H. KENT.

OFFICE COMMISSIONERS OF RAILROADS,

BISMARCK, N. D., Feb. 4, 1896. }

E. H. Kent, Secretary Lakota Business Men's Association, Lakota, N. D.:

DEAR SIR: Acknowledging your favor of Jan. 31st in regard to coal rates on the Great Northern railway, the commissioners have acted in this matter and placed the matter in the hands of the attorney general and are now awaiting his action, and will push the matter of having proceedings commenced for enforcement of the law relating to this subject.

The commissioners expect to visit Grand Forks at the meeting of the North Dakota Business Men's Association and will be glad to hear from you.

Yours truly,

J. E. PHELAN,

Secretary.

OFFICE OF ATTORNEY GENERAL,

BISMARCK, N. D., Feb. 6, 1896. }

Hon. J. E. Phelan, Secretary of the Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Your letter of recent date received, regarding complaint of Mouse River Lignite Coal Company, made to the commissioners of railroads concerning unreasonable rates on the line of the G. N. Ry. Co.

You inclose communication and correspondence from Hon. William Hillier, of Hopple, N. D., and W. S. Suute, general traffic manager of the G. N. Ry. company, and you request me to advise you as to how to proceed by law to enforce sections 3070, 3071 and 3072, Revised Codes, against said G. N. Ry. company. You also offer to act in this matter in carrying out any advice I may offer. I am of the opinion that an action should be commenced by a party interested under the provisions of article IV, of chapter 15, Code of Civil Procedure (Codes, 1895).

You suggested to me that I meet with your board at Grand Forks on the 18th inst. to confer with you upon this matter and take action upon the complaint of any interested party who may be present at the meeting of business men of the state. I expect to attend the meeting of your board on that date, and will proceed in this matter as you deem best. I shall bring with me the necessary papers so that we may take action immediately, if any complaint is offered. Of course, a civil action to compel the company to carry coal at the statutory rates might be commenced, but I incline to the belief that this course will take longer time to determine whether the company can be compelled to carry at that rate. This, I believe, is the real question at issue, as the company will no doubt put the rate in force immediately, should the courts hold the rate a reasonable one.

Yours truly,

JOHN F. COWAN,

Attorney General.

The commissioners' order of Feb. 6, 1896, as above recorded, for meeting at Fargo March 4, 1896, embraced the question of coal rates as well as merchandise rates. The matter was fully discussed and left in the hands of a committee of the North Dakota Business Men's Union to adjust with the Great Northern management, which resulted in a material reduction of lignite coal rates within the state.

The following correspondence in relation to the Wool Growers' Association vs. Northern Pacific Railway Company will explain itself:

HEBRON, N. D., March 9, 1896.

Jno. W. Currie, Esq., Chairman Commissioners of Railroads, Dickinson, N. D.:

DEAR SIR: Referring to inclosed documents, you will see that the Northern Pacific Railroad Company declines to adjust the discrimination described in my letters and I hereby request you to bring action against said company as required by the statutes governing such cases.

Very truly yours,

CHAS. KRAUTH,
Sec'y and Treas. Wool Growers' Association of N. Dak.

HEBRON, N. D., Feb. 20, 1896.

S. L. Moore, Esq., General Freight Agent, St. Paul, Minn.:

DEAR SIR: I have been instructed by the Wool Growers' Association of North Dakota to take up the matter of discrimination of freight rates as existing between cattle and sheep when shipped from North Dakota to terminal points.

As you are aware the freight rates on a 36-foot car between Hebron to Chicago is \$108.90 or \$3.02 per foot, and the rate on a 30-foot car between same points is \$99.00 or \$3.30 per foot, or over \$8 per car more than it should be. A double deck car of 30 feet loaded with sheep will average 20,000 lbs.; a 36-foot loaded with cattle in proportion to space should weigh 24,000 lbs., but we all know averages considerable more.

Of course, in defense it may be said, that the cattle shipper who ships in a 30-foot car pays the same rate as the sheep men, but the former does not have to ship in common cars, he can take the larger ones. The sheep men, however, has no choice as long as the roads do not furnish double deck 36 foot cars.

The Street stable are recognized in every way as superior cars for the transportation of live stock, still the sheepman pays more for inferior accommodation than the cattleman pays for the best.

This is a gross injustice perpetrated on the much abused sheepman and should be speedily corrected. I called your attention to this matter last summer during the shipping season and you frankly admitted that this discrimination existed, but you were at the present time not in a position to adjust the matter as other roads were interested therein but you would at the proper time try to change the rate.

Hoping to hear from you at an early date, I remain,

Yours very truly,

CHAS. KRAUTH,
Secretary and Treasurer Wool Growers' Association.

NORTHERN PACIFIC RAILROAD COMPANY,
OFFICE OF GENERAL TRAFFIC MANAGER,
ST. PAUL, MINN., Feb. 22, 1896. }

Mr. Chas. Krauth, Secretary-Treasurer Wool Growers' Association of North Dakota:

DEAR SIR: We are in receipt of your favor of the 20th inst., with reference to what you consider discrimination in the matter of freight rates in shipments of sheep from North Dakota to terminal points as compared with the rates on cattle between the same points. It seems to us that this discrimination is more apparent than real, if you will take into consideration other facilities which are given the sheep men; for instance, in matter of double deck cars to sheep men without additional cost to them and this cost of decking is borne by the railroad company. In these double deck cars you can place, say 200 sheep, which, at an average weight of 110 pounds, would make weight of car about 22,000. This is probably about the average weight of a car of cattle. We have also afforded the sheep men storage facilities for their wool at different points along our line and it is the intention of the company this season to erect a storage warehouse, where they can have the benefit of an open market at Dickinson. This is done without any expense to the wool growers.

While Street's stable cars may be considered as superior of the transportation of cattle, we do not see how there would be any advantage to the sheep men in their use. Furthermore, the Street's Stable Car company will not furnish double deck cars for sheep without additional cost, while this facility is furnished by the railroad company without extra charge.

If you will take these matters into consideration we believe you will agree with us that there is no discrimination at the present time against the sheep shippers.

Yours truly,

T. B. BAIRD,

Second Assistant General Freight Agent.

HEBRON, N. D., March 9, 1896.

S. L. Moore, Esq., General Freight Agent St. Paul, Minn.:

DEAR SIR: On the 20th of February I wrote you regarding a matter of discrimination of freight rates as existing between cattle and sheep when shipped from North Dakota to terminal points. I am in receipt of a communication from Mr. T. B. Baird, second assistant freight agent stating that such a discrimination did not exist and that my demand for a change in rates was denied. This is the more surprising as you yourself frankly admitted this discrimination in conversation with me, some time last summer during the shipping season.

But this is not the only grievance the wool growers have; they also want a reduction of rates on wool.

The Chicago American Sheep Breeder, a reliable, able, valuable journal after careful inquiry gave the following in the December number, 1895:

Trans Mississippi rates—Current freight rates on wool from points west of the Mississippi river to New York, Philadelphia and Boston are substantially as follows:

From Montana and the Dakotas \$1.50 per 100 pounds; from Wyoming, Idaho and eastern Oregon and Utah, \$1.90 per 100 pounds; from Arizona and New Mexico \$2.50 per 100 pounds; from Colorado, \$2.50 per 100 pounds. On ocean rates on foreign wool from South America to the three principal United States points above mentioned, the cost is about \$1.17½ per 100 pounds; from Turkey 70 cents per 100 pounds; from South Africa, \$1.15 per 100 pounds sailing vessels, and 30 cents more by steamships, and from London, England, the great dumping ground of the free wool of the world the current rate is about 25 cents per 100 pounds. Wool can be

brought from Australia to Boston for 1 cent, including freight, commission and handling.

This statement is from reliable information obtained by Hon. Thos. Strom, now a delegate in congress from New Mexico.

All this information I have taken from Senator Carter's speech delivered February 26, 1896, Congressional Record No. 66, Vol. 28, page 2434.

I have it on authority of a Boston wool merchant that wool is transported from San Francisco to eastern markets at 80 cents per 100 pounds, while the rate from Hebron to Boston is \$1.58 per 100 pounds.

In the light of such facts and now having lost the tariff and no chance for any tariff for some time to come, the Wool Growers' Association think it not more than fair to ask your company for an adjustment of the tariff on wool and mutton from North Dakota points to a more favorable basis for this section of the country.

As per inclosed copy of resolutions I am instructed and have arranged to refer the matter to the commissioners of railroads for further action in favor of the association.

Very truly yours,

CHAS. KRAUTH,

Secretary-Treasurer Wool Growers' Association of North Dakota.

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., April 8, 1896. }

J. M. Hannaford, Esq., General Traffic Manager Northern Pacific Railway, St. Paul., Minn.:

DEAR SIR: Herewith find copy of correspondence between Charles Krauth, secretary and treasurer of the Wool Growers' Association of North Dakota, and the traffic department of the Northern Pacific Railroad company. This matter will come before the regular meeting of the commissioners at Fargo on April 15, and it is the desire of those most interested to have your management cited to appear at Dickinson at the stock growers' meeting April 25. However, as this matter of discrimination in rates on mutton shipments, and also on wool, covers transportation in other states as well as in North Dakota, it is doubtful whether the commissioners would have the necessary jurisdiction under the circumstances, and while it would start an agitation and make considerable noise, it is doubtful whether any desirable results would come from it. In the meantime, the correspondence is referred to you for your information and investigation, with the request that you give the matter careful consideration.

There are many points in favor of the wool growers and shippers to be taken into consideration, under the circumstances.

There is no doubt in the minds of the commissioners that modification of rates from non-competitive territory along the line of the Northern Pacific railroad would greatly stimulate the industry of sheep and wool growing.

The commissioners will be glad to hear from you concerning the matter.

Yours truly,

J. E. PHELAN,

Secretary.

NORTHERN PACIFIC RAILROAD COMPANY, }
OFFICE OF THE GENERAL TRAFFIC MANAGER, }
ST. PAUL, MINN., April 11, 1896. }

To the Honorable Board of Commissioners of Railroads of the State of North Dakota, Bismarck, N. D.:

GENTLEMEN: I am in receipt of your favor of April 8, transferring to me copies of correspondence between Charles Krauth, secretary and treasurer of the Wool Growers' Association of North Dakota, and various officers of the

traffic department of this company. I note the complaints made by Mr. Krauth, and especially his complaints in regard to wool rates.

First, as you are doubtless aware, the entire proposition discussed by Mr. Krauth is that of interstate rates, and the only body before which he could take the same would be the Interstate Commerce commission. I assume that it would be very hard for him to convince them that the rates enjoyed by the wool growers of North Dakota were either unfair or unreasonable. There is no complaint of discrimination.

You will note by the evidence submitted by Mr. Krauth, namely, the extracts from Senator Carter's speech, delivered February 26, 1896, that the wool rates from Montana and the Dakotas to eastern primary markets aggregate about \$1.50 per 100 pounds, while from Wyoming, Idaho, Eastern Oregon and Utah the rate is \$1.90; from New Mexico and Colorado \$2.50 per 100 pounds. Certainly the wool grower of North Dakota has no reason to complain of discrimination against him and in favor of other American wool growers. I have received very serious complaints from other carriers of our low wool rates, which are controlled from the fact that water competition exists from Duluth to Buffalo and makes the lake and rail rates very much less from our territory than any of the other lines are able to secure.

Of course, I appreciate that wool coming from San Francisco to Boston via the Panama, a line which is all water with the exception of forty miles, or from South Africa, Turkey and other wool producing foreign countries by sailing vessels and steam, is brought at a very much less rate than can be named by rail inland by American carriers. If the tariff imposed upon these foreign wools does not afford sufficient protection for the American growers, the fact ought to act as a conversion of the wool growers to the McKinley standard. The poor bankrupt American railroads ought not to be asked to still further extend their ruin by attempting to make freight rates that will counteract the reductions in tariff that the legislators and statesmen at Washington are making from time to time.

The management of the Northern Pacific railroad is as deeply interested in the development of the wool and sheep industry of North Dakota, Montana and other states along our line as anyone can possibly be; it is our life, but at the same time we must have rates for performing this service that will yield some net revenue to the carrier. Our rates at the present time are as low as we can handle the business and make a fair return.

We appreciate the fact that the last season or two have not been very prosperous ones for the wool growers of North Dakota and Montana, but they have been even harder for the railroad companies traversing that territory.

In regard to Mr. Krauth's complaint in the matter of rates on mutton, he is not giving us credit for half we do in this connection. We have no double deck cars. I know of no law that could compel us to provide them, yet voluntarily we have made and put in temporary decks and enabled sheep men to carry practically two carloads in one car. We have fostered and built up this business in every way possible, and there certainly is no reason for any complaint.

I have taken the trouble to write you fully in regard to this, and shall be glad to talk with you more at any time when you are in St. Paul. I do this not feeling that the board of commissioners of railroads of North Dakota has any legal authority to demand an explanation or summons us before them in an interstate matter of this kind. I have no fear whatever of meeting the commission on the question, or of the results of such a hearing, but it all takes time, money and trouble, which we desire to avoid if possible.

Our rates on wool and on sheep are made jointly and after consultation with the competing roads, and are as low as those of any line engaged in the same business west of Chicago and the Missouri river. Of course, it is not claimed by any of us that we can afford to make rates that are as low by

comparison as the line east of Chicago, or the sailing vessels from San Francisco.

Yours truly,

J. M. HANNAFORD,
General Traffic Manager.

This matter was later taken up by the executive committee of the North Dakota Wool Growers' Association with Northern Pacific traffic men at Dickinson during the stock growers' convention.

It being a case coming under the head of interstate commerce, the commissioners took no further action.

SHORTAGE OF CARS IN SHIPPING SEASON.

Very little complaint occurred this year from shortage of cars. There being a material shortage in crops compared with last year, and the railroad companies having increased facilities for handling traffic, service was conducted in a satisfactory manner.

E. W. Jorden of Oriska vs. Northern Pacific Railroad company, complained that the company discriminated against him in the matter of supplying cars:

Investigation showed that up to October 2d at Oriska for this season's crop, the Northern Pacific had received nine cars from elevators and twenty-nine cars from track shippers, twenty-six of the twenty-nine cars having been shipped by Mr. Jordan.

No further action was taken.

E. S. Kneeland of Hillsboro complained against the Great Northern for failure to supply cars for grain shipments at Hillsboro, Clark's Siding and Alton:

Investigation showed that a shortage of cars occurred during the last two weeks in October on account of delay in inspection and unloading at West Superior. After this time there was no cause for complaint.

Complaint of Morton & Co. of Fargo vs. National Elevator company, involving the right to certain storage tickets:

The following opinion of the attorney general explains the termination of the case so far as the commissioners of railroads are concerned:

OFFICE OF ATTORNEY GENERAL.
BISMARCK, N. D., Feb. 6, 1896. }

Mr. J. E. Phelan, Secretary Board of Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Your letter of recent date received, regarding claim of a client of Messrs. Morton & Co. of Fargo, against the National Elevator company for wheat stored at Woodhull.

It seems to me that this is strictly a private matter and does not, in my

opinion, call for the intervention of your board. So far as the facts stated show, it is a question as to which party to the contract, annexed to your letter, was the owner of the wheat in question. If the wheat belonged to one of the parties but was delivered by the elevator company to the other party, either would, of course, have his remedy at law against those who caused his injury and should recover the amount necessary to compensate for his damages. The question of who has been damaged and what sum would compensate therefor, is one to be settled, in my opinion, in a private suit between the parties interested upon their contracts and obligations, if they cannot arrange the matter amicably.

Yours truly,
JOHN F. COWAN,
Attorney General.

L. L. Ramstad, of Hickson, vs. Chicago, Milwaukee & St. Paul railway, concerning an overcharge in shipment of two cars of grain.

This case was favorably adjusted.

Anders Christiausen vs. Northern Pacific railway for overcharge in shipment of a car load of grain.

Favorably adjusted.

R. J. Laird, of Perth, vs. Great Northern railway, involving construction of fence as required by law.

Favorably adjusted.

G. H. Whipple, town clerk of Conway, vs. Great Northern railway, for additional crossings on right of way.

Matter still pending.

Cross & Berg vs. Great Northern railway.

The correspondence is given in full, as follows:

GARDNER, N. D., Mar. 30, 1896.

J. E. Phelan, Esq., Bismarck, N. D.:

DEAR SIR: We are dealers in wood and coal at this station and as such have been using the Great Northern Railroad Company right of way for yard and have been paying \$1.00 per year lease or rent for same.

Now they present a bill for \$10.00 for the same privileges and as we thought same being rather steep we ask your opinion on the subject. If it is just and they have a right to demand the amount we shall have to pay but thought we would first investigate.

We are yours truly,
CROSS & BERG.

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., April 8, 1896. }

Cross & Berg, Gardner, N. D.:

GENTLEMEN: Replying to your favor of March 30, regarding your occupying the right of way for your wood and coal business at Gardner station, there is nothing preventing the railroad company from charging a reasonable rental for the privilege of occupying their right of way, and the only action that could be taken when resisting the demand on the part of the railroad

company, would be in the fact of their making an unreasonable charge, and as \$10 per annum does not seem to be unreasonable in this matter, the commissioners would advise you to pay.

Yours truly,

J. E. PHELAN,
Secretary.

Fifty-eight petitioners of Crystal vs. Great Northern Railway for reduction of freight rates on barley, oats and potatoes.

The following letters will explain results:

OFFICE COMMISSIONERS OF RAILROADS, {
BISMARCK, N. D., Apr. 8, 1896. }

J. A. McDonald, Esq., Crystal N. D.:

DEAR SIR: Replying to your favor of March 9th, with petition from shippers in the vicinity of your station for special rates on barley, oats, potatoes, etc. This matter has been taken up with the Great Northern management and they assured the commissioners that they would make an effort to relieve the market by sending in buyers and in every other way possible without a reduction of rates. The commissioners, under the circumstances, are compelled to accept whatever concessions are offered by the management, as the rate matter comes under the interstate commerce act, involving transportation not only in North Dakota but also in other states, so that the commissioners can only dictate rates within the state of North Dakota, and as this would not meet the requirements, the commissioners will continue to work for every possible concession within their power.

Yours truly,

J. E. PHELAN,
Secretary.

The following correspondence regarding freight rates explains itself:

DULUTH, MINN., Aug. 31, 1896.

Commissioners of Railroads, Bismarck, N. D.:

GENTLEMEN: You are, of course, aware of the big cut made by the Great Northern railroad on grain rates on their lines in South Dakota. If they can afford the reduction there they can also afford it in North Dakota. In many of our account sales lately on barley and coarse grains, the railroad gets more than the farmer, and even on wheat they get nearly half of it at some points. Prompt action on your part would have effect with them. Writer is a wheat raiser in North Dakota, and in touch with the farmers there, all of whom are demanding some vigorous efforts in this matter.

Yours truly,

PAIGE, HORTON & GUNDERSON.

OFFICE COMMISSIONERS OF RAILROADS, {
BISMARCK, N. D., August 11, 1896. }

Messrs. Page, Horton & Gunderson, Duluth, Minn.:

GENTLEMEN: Acknowledging the receipt of your favor of July 31st concerning the reduction of grain rates on the Great Northern lines in South Dakota, and asking for information concerning the prospect of a similar reduction in North Dakota, will say that this matter has been taken up with the traffic management of the Great Northern Railroad Company, and you will be advised of results shortly. I am,

Yours respectfully,

J. E. PHELAN,
Secretary.

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., Aug. 11, 1896. }

H. L. Shute, Esq., General Traffic Manager, G. N. R. R., St. Paul, Minn.:

SIR: Herewith please find a copy of a communication from Messrs. Page, Horton & Gunderson, grain commission merchants of Duluth, Minn., concerning a reduction in shipping rates made by the Great Northern Railroad company on grain in South Dakota, and inquiring as to the prospect of a similar reduction on grain from North Dakota, and herewith submitted for your information.

The commissioners are in receipt of frequent communications concerning this subject, and any information you can give relative to this subject will be much appreciated. I am

Yours truly,
J. E. PHELAN,
Secretary.

GREAT NORTHERN RAILWAY COMPANY, }
OFFICE OF THE GENERAL TRAFFIC MANAGER, }
ST. PAUL, MINN., Aug. 15, 1896. }

Mr. J. E. Phelan, Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Replying to yours of the 11th: It is true we have lately made some reductions in our grain rates from points in South Dakota; also in Minnesota, to Minneapolis, West Superior and Duluth.

They were not voluntary, however, but were forced upon us by reductions from Missouri river points, starting originally at Kansas City, duplicated from Omaha, and eventually reaching Sioux City. As some of the lines operating from Sioux City to the Mississippi river and Chicago pass through territory north of that point, in checking in rates, Sioux Falls was involved, which naturally reduced rates thence back to Yankton and northeast on our line, in some cases as far as Hanley Falls.

It is hoped that the Missouri River-Chicago lines will soon arrive at an understanding by which rates can again be restored to their normal condition.

Yours very truly,
H. L. SHUTE,
Traffic Manager.

Farmers' association, of Casselton, regarding freight rates, is explained in the following correspondence:

CASSELTON, N. D., July 6, 1896.

To the Commissioners of Railroads, Bismarck, N. D.:

GENTLEMEN: At a meeting of farmers held here this day I was requested to call on you for assistance in the way of getting lower freight rates on grain over the railroads in this state. With 35 to 40 cent wheat and all other farm products in the same proportion, it seems to us the railroad companies should come to our relief. The roads south of us in Nebraska and Kansas have done this for their lines and we ask that the same be done by our roads. We hope you will give this matter immediate attention and we will watch with great interest what you do in this matter, and it should be done as soon as possible to give us the needed relief on the growing crop.

Yours very truly,
A. M. ANSON,
Secretary.

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., July 29, 1896. }

A. M. Anson, Esq., Casselton, N. D.:

DEAR SIR. Acknowledging the receipt of your favor of July 16th, I am directed by the commissioners of railroads to state that any petition received from the shippers in your vicinity will receive prompt and careful consideration at their hands where the subject of freight rates or any other subject concerning the enforcement of laws covering railroad companies. However, in the freight question it should be understood that the commissioners of railroads have jurisdiction only on shipments within the state, and as the bulk of grain shipments extend beyond the line of North Dakota through Minnesota, the matter comes under the head of interstate commerce and necessarily under the jurisdiction of the interstate commerce commission at Washington, D. C.

Kindly advise anything further, stating definitely what your people desire and the commissioners will do whatever they can in the premises.

Yours truly,

J. E. PHELAN,
Secretary Commissioners of Railroads.

NORTHERN PACIFIC RAILROAD COMPANY, }
OFFICE OF THE GENERAL TRAFFIC MANAGER, }
ST. PAUL, MINN., August 15, 1896. }

J. E. Phelan, Esq., Secretary Board of Railroad Commissioners, Bismarck, N. D.:

DEAR SIR: Upon my return from the west I find your favor of the 10th inclosing papers in regard to application made upon your commission for assistance in securing lower grain rates from Casselton east. I return the papers herewith, as requested.

Yours truly,

J. M. HANNAFORD,
General Traffic Manager.

CASSELTON, N. D., Aug. 7, 1896.

J. E. Phelan, Secretary, Bismarck, N. D.:

DEAR SIR: Our people desire to have your board bring this matter before the interstate commerce commission at once, giving them the facts as stated in my former letter in regard to freight rates from Omaha and Kansas City. What we want is a fair show with competing points; also to notify the railroads in this state that the farmers are demanding a lower rate of freight on farm products. Immediate action is requested, as the shipping time is close at hand.

Yours truly,

A. M. ANSON,
Secretary Farmers' Association.

NORTHERN PACIFIC RAILROAD COMPANY, }
OFFICE OF THE GENERAL TRAFFIC MANAGER, }
ST. PAUL, MINN., Aug. 31, 1896. }

J. E. Phelan, Esq., Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: I am in receipt of your favor of August 29th, enclosing letter from A. M. Anson, secretary farmers' association at Casselton, dated August 7th, which I return herewith. I do not see how this company can make any reduction in its wheat rates this season. It is beginning to be one of the doubtful propositions, the way our general business is falling off, whether the railway company can earn its fixed charges, reduced as they are by the re-

organized plan. The strictest economy will have to be practiced in everything to come out even.

Very truly yours,
J. M. HANNAFORD,
General Traffic Manager.

North Dakota State Business Men's association, regarding freight rates, is explained in the following correspondence:

LAKOTA, N. D., May 19, 1896.

Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Complaint has been made to this association that the outgoing freight rates on grain to terminal points are excessive, when compared with those of other states.

We have promised to look into this matter, and wish to ask of you such statistics as you may have in your office, regarding outgoing freight rates on grains of all kinds, and if you have them statistics showing the outgoing rates of Minnesota, Iowa, South Dakota and other neighboring states.

If we find that North Dakota is suffering from excessive rates, when compared with other states, we wish to take the matter up and if possible have it righted in time for fall shipments of grain.

Very respectfully,
E. H. KENT,
Secretary.

OFFICE COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., May 26, 1896. }

E. H. Kent, Esq., Secretary Business Men's Association, Lakota, N. D.:

DEAR SIR: Acknowledging receipt of your favor of May 19, concerning freight rates on grain to terminal points and requesting statistics showing the outgoing freight rates on grain in Minnesota, Iowa, South Dakota and other neighboring states, I have mailed you under separate cover a copy of the Sixth annual report of the commissioners of railroads to the governor of North Dakota, in which volume you will find the addresses of the various state railroad commissioners as well as the interstate commission, and also the laws pertaining to railway management in the state of North Dakota. By addressing the commissioners of railroads of the various states you no doubt will gain statistics that will be useful to you.

I also mail you a copy of the western classification governing freight traffic.

From the annual report you will get the addresses of the different officials of the various lines tributary to North Dakota.

Our files contain only single copies of the freight tariff, but for your reference I submit the following list which you can obtain by addressing the various railroad lines indicated. If you do not secure these tariffs promptly let me know and I will take the matter up and secure copies of the same for you.

You can refer to the Great Northern company, distance tariff No. 494, in effect May 6, 1893, and Great Northern special tariff on grain, etc., October 9, 1895, G. F. O. No. 1,284 of 1895.

Northern Pacific Railroad Company, distance tariff No. 1,705, in effect September 10, 1891, as well as their special tariff on grain, No. 2,196, of March 20, 1893.

Similar tariffs on the "Soo" line are G. F. D. No. 934, governing grain shipments, January 20, 1891, and G. F. D. No. 1,008 E, October 17, 1893.

For the Chicago & Northwestern R. R., refer to interstate distance tariff
 No. 9,334, February 26, 1894.

Kindly advise if we can be of any further service to you.

Yours truly,
 J. E. PHELAN,
 Secretary.

ELEVATORS AND INSPECTION OF GRAIN.

The following correspondence is given in full concerning private
 and public warehouses:

GRAND FORKS, N. D., Aug. 5, 1895.

E. Phelan, Secretary:

In reply to your circular letter would say we shall operate but one public
 grain warehouse in Dakota this year, that one is at Casselton and we are
 sending a check for \$3 to the state treasurer today for license for that house.

Yours truly,
 H. R. LYON,
 Receiver for North Dakota Milling Association.
 Per L. B. GIBBS.

MANDAN, N. D., Aug. 27, 1895.

E. Phelan, Secretary, Bismarck, N. D.:

DEAR SIR: Under date of August 15th you sent us a circular letter noti-
 fying us to file bonds for our warehouses. As we do not take any wheat in
 store from other people, but simply buy for our own use, do you think we are
 public warehousemen under the law, and that it will be necessary for us to
 take out license? I think, heretofore, we have not been so considered, and
 it is not necessary should of course be glad to avoid the trouble of making
 out some nineteen different bonds or a bond for nineteen different houses.

Awaiting your further reply,

I remain yours very truly,
 H. R. LYON,
 Receiver.

OFFICE COMMISSIONERS OF RAILROADS, }
 BISMARCK, N. D., Jan. 7, 1896. }

John F. Cowan, Attorney General, Bismarck, N. D.:

DEAR SIR: Referring to the attached communication from the North
 Dakota Milling Association, concerning the attitude of grain warehouses
 operated by them, will you kindly advise the commissioners what action to
 take in this matter and in your opinion the standing of grain warehouses
 and elevators as operated by the North Dakota Milling Association, their
 attitude to the public and what action the commissioners should take in the
 premises for the protection of the public as article XXV, of the political
 code, relating to public warehouses, seems to demand.

The point seems to be that the North Dakota Milling Association does
 not make a practice of issuing warehouse receipts, but instead purchases the
 grain direct for their use. At the same time, they operate these warehouses
 for profit, for they certainly do not handle the grain without profit to them-

selves. If they are permitted to go without bond or license, what protection has the public against false weights, false grades, or any other irregularity that this association or its employes may see fit to inaugurate?

Yours truly,
J. E. PHELAN,
Secretary.

OFFICE OF ATTORNEY GENERAL. }
BISMARCK, N. D., Jan. 15, 1896. }

Hon. J. E. Phelan, Secretary, Bismarck, N. D.:

DEAR SIR: Your letter of the 7th inst. has been received, asking whether or not in my opinion the line of elevators and warehouses now being operated by the North Dakota Milling Association are "public warehouses" within the meaning of section 1786 of the Revised Codes. It appears from the statements of Mr. Lyon, the receiver of the said association, that the association is operating nineteen elevators for the sole purpose of buying grain for its own use. Mr. Lyon thinks because they do not receive grain in store that their warehouses are not public. The object of the law on this subject is to protect the public against cheating by falsely weighing and grading grain. The law embraces in its scope the buyer of grain as well as the one who merely receives grain in store. Protection under the law is as necessary against the cheats of the one as the other. I do not think they would claim exemption from the operation of this law on the ground that they did not buy grain for profit. I am of the opinion that the warehouses in question are public warehouses and are subject to the provisions of article 25 of chapter 22 of the Revised Codes.

Very truly yours,
JOHN F. COWAN,
Attorney General.

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., Jan. 10, 1896. }

H. R. Lyon, Esq., Receiver North Dakota Milling Association, Mandan:

DEAR SIR: Referring to your favor of August 27, 1895, also to communication from Mr. Gibbs of date of August 5, 1895, the following is the decision of the attorney general, covering this matter, submitted together with official circular attached, that will explain itself:

"Your letter of the 7th inst. has been received, asking whether or not, in my opinion, the line of elevators and warehouses, now being operated by the North Dakota Milling Association, are "public warehouses" within the meaning of section 1786 of the Revised Codes. It appears from the statements of Mr. Lyon, the receiver of the said association, that the association is operating nineteen elevators for the sole purpose of buying grain for its own use. Mr. Lyon thinks because they do not receive grain in store that their warehouses are not public. The object of the law on this subject is to protect the public against cheating by falsely weighing and grading grain. The law embraces in its scope the buyer of grain as well as one who merely receives grain in store. Protection under the law is as necessary against the cheats of the one as the other. I do not think they would claim exemption from the operation of this law on the ground that they did not buy grain for profit. I am of the opinion that the warehouses in question are public warehouses, and are subject to the provisions of article 25 of chapter 22 of the Revised Codes. Yours truly, John F. Cowan, Attorney General."

J. E. PHELAN,
Secretary.

OFFICE COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., Jan. 15, 1896. }

To H. R. Lyon, Receiver North Dakota Milling Association, Mandan, N. D.:

Your attention is called to the following sections of Article 25, Revised Codes of North Dakota, governing public warehouses, in effect January 1, 1896:

SECTION 1783. COMMISSIONERS OF RAILROADS, POWERS AND DUTIES.] The duties imposed by the provisions of this article and the powers conferred herein devolve upon the commissioners of railroads.

SEC. 1784. HANDLING, WEIGHING AND STORAGE OF GRAIN.] It shall be the duty of the commissioners of railroads to supervise the handling, weighing and storage of grain and seed; to establish all necessary rules and regulations for the weighing of grain and for the management of the public warehouses of the state, so far as such rules and regulations may be necessary to enforce the provisions of this article or any law in this state in regard to the same, investigate all complaints of fraud or oppression in the grain trade of this state, and correct the same as far as it may be in their power.

SEC. 1786. PUBLIC WAREHOUSES DEFINED.] All buildings, elevators or warehouses in this state, erected and operated, or which may hereafter be erected and operated by any person, association, copartnership, corporation or trust, for the purpose of buying, selling, storing, shipping or handling grain for profit, are declared public warehouses, and the person, association, or copartnership owning or operating such buildings, elevators or warehouses which are now or may hereafter be located or doing business within this state, whether such owners or operators reside within this state or not, are public warehousemen within the meaning of this article, and none of the provisions of this article shall be construed so as to permit discrimination with reference to the buying, receiving and handling of grain of standard grades, or in regard to the persons offering such grain for sale, storage or handling at such public warehouses, while the same are in operation.

SEC. 1787. LICENSE, HOW OBTAINED; FEE, HOW DETERMINED.] An annual state license must be obtained through the commissioners of railroads for each and every public grain warehouse in operation in this state. No license under this article shall describe more than one public grain warehouse, or grant permission to operate any other public grain warehouse than the one therein described. The license fee is hereby fixed at two dollars for warehouses of a capacity of less than ten thousand bushels; and three dollars for warehouses of a capacity of ten thousand bushels and over, for each public grain warehouse; provided, that before any license is issued the person applying therefor shall file with the commissioners of railroads the receipt of the state treasurer, showing that the applicant has paid into the state treasury the amount of said license fee.

SEC. 1788. LICENSE TO BE CONSPICUOUSLY POSTED. PENALTY.] The license thus obtained shall be posted in a conspicuous place in the public warehouse so licensed. Every such license shall expire on the first day of August next following the issuance thereof, and no license shall run for a longer period than one year. Any person or association, who shall transact the business of public warehousemen without first procuring a license as herein provided shall, on conviction, be fined in a sum not less than twenty-five dollars for each and every day such business is carried on.

SEC. 1789. BOND TO BE FILED.] The proprietor, lessee or manager of any public warehouse or elevator in this state shall file with the commissioners of railroads a bond to the state with good and sufficient sureties to be approved by such commissioners in the penal sum of not less than five thousand nor more than seventy-five thousand dollars, in the discretion of the commissioners, conditioned for the faithful performance of their duty as public warehousemen and a compliance with all the laws of this state in relation thereto. One bond only need be given for any line of elevators or warehouses owned, controlled or operated by one individual, firm or corpor-

ation. Such bond, specifying the location of each elevator or warehouse operated by such individual, firm or corporation, shall be in a sufficient amount to protect the holders of outstanding tickets.

SEC. 1795. PENALTY FOR VIOLATION OF THIS ARTICLE.] Any person who shall knowingly cheat or falsely weigh any wheat or other agricultural products, or who shall violate any of the provisions of this article shall be deemed guilty of a misdemeanor, and shall on conviction thereof be subject to a fine of not less than two hundred dollars nor more than one thousand dollars and be imprisoned in the penitentiary for a period not exceeding one year, in the discretion of the court.

Action will be commenced by the commissioners of railroads to enforce the law as above indicated, if not fully complied with within thirty days from the date of this notice.

GEO. H. KEYES,
JOHN W. CURRIE,
JOHN J. WAMBERG,
Commissioners.

Attest:
J. E. PHELAN, Secretary.

WEIBLE, N. D., Aug. 24, 1896.

*Hon. John Currie, Chairman Commissioners of Railroads, Bismarck,
N. D.:*

DEAR SIR: I am the owner of a private farm elevator. Frequently I have only use for part of it. I desire to ask if I have the right to rent out a part of said elevator. That is can I rent out to another farmer a specified bin in my elevator for his own individual use? I neither buy, sell, nor store grain myself, and have not and do not intend to do a public business, but it seems to me that I have a legal right to rent out a part of my house that I am not using. Am I right in that belief?

Yours respectfully,
J. S. WEIBLE.

WEIBLE, N. D., Sept. 8, 1896.

*Mr. J. E. Phelan, Secretary Commissioners of Railroads, Bismarck,
N. D.:*

DEAR SIR: While acknowledging the receipt of blanks for taking out elevator license I beg to say ours is not a public house; it is only a farm elevator for our own convenience. We neither buy nor store grain—handle nothing but our own grain. It is true we rent out a part of our building sometimes to a neighbor when we have no use for all of it, but we have nothing to do with the grain they put into it. We get our rent for the part of the building we rent them and nothing more.

I was in Bismarck last season and called at your office to see you, but you were absent. I had an interview with the assistant attorney general and stated to him just what I have above, and asked him if I had a right to rent out a part of our building, and whether so doing brought us under the laws regarding public warehouses, and it was his judgment that it did not. It would seem strange indeed if, having a building of any sort larger than one has use for, one could not rent out a part of it, would it not?

As we neither buy nor store grain for outsiders we do not see how the law governing public houses effects us.

Yours truly,
J. S. WEIBLE,
Thompson Farm Co.

OFFICE OF ATTORNEY GENERAL,
BISMARCK, N. D., January 14, 1896. }

Jon. J. E. Phelan, Secretary, Bismarck, N. D.:

DEAR SIR: I am in receipt of your letter of the 7th inst., inclosing a communication from J. S. Weible, of Weible, N. D., which refers to an elevator owned by him at that point, and you ask whether or not, in my opinion, this elevator is a public warehouse. The letter from Mr. Weible contains the following statement of facts: "I am the owner of a private farm elevator. Frequently I have only use for part of it. I desire to ask if I have the right to rent out a part of said elevator. That is, can I rent to another farmer a specified bin in my elevator for his own individual use? I neither buy, sell or store grain myself and have not and do not intend to do a public business."

Section 1786 of the Revised Codes defines public warehouses. From the statement of Mr. Weible it seems clear that his warehouse or elevator is not used for any of the purposes that go to make a building a public warehouse within the statutory definition contained in said section. I think he may rent a bin to a farmer as contemplated in his statement without changing the private character of the building. In order to preserve the private nature of the elevator the tenant or leasee could not make any different use of the building than could the owner.

Very truly yours,

JOHN F. COWAN,
Attorney General.

Handler-Hays Grain company vs. Monarch Elevator company.

Correspondence in this case is given in full:

WEST SUPERIOR, Wis., Dec. 17, 1895.

E. Phelan, Esq., Secretary, Bismarck, N. D.:

DEAR SIR: On August 21, 1896, we purchased from R. Mares, of Wheatland, an elevator ticket on the Monarch Elevator company, which called for 4230 bushels of old No. 1 hard wheat, that is wheat of the crop of 1894. Mr. Mares surrendered the ticket to the Monarch Elevator company on that day and paid them the storage charges which had accrued against the wheat, and ordered the wheat loaded into a car. On that day their agent, L. J. Mann, in lieu of the surrendered receipt, gave Mr. Mares the following receipt:

WHEATLAND, N. D., Aug. 21, 1895.

We hereby certify that we have this day loaded into Northern Pacific car, 10,418. 442 30 bushels of old No. 1 hard wheat, by order of R. Mares. These are net bushels after allowing for dirt, and above figures represent clean wheat.

(Signed). L. J. MANN, Agent,
Monarch Elevator Company.

Now, this car was billed to us at West Superior, and was inspected under the Minnesota state law, and contained 421 30, or a shortage of 18 bushels on the wheat. Instead of it grading No. 1 hard, it graded No. 3, but we finally got it raised to No. 2, after having it reinspected. We filed a claim with the Monarch Elevator company for the loss on the grain and for the amount of bushels, of \$27.13, which was a very small loss, considering the difference in the quality. The elevator company, to whom we presented the bill last Saturday, said they would not pay one cent, unless it was at the end of a law suit. We told them we would file our claim with the warehouse and railroad commissioners and see if they could issue a ticket for a certain

grade of wheat, and a certain number of bushels, and deliver wheat two grades lower and 18 bushels less than they took into their house.

What do you think of such a case, and will you take hold of the case and see what you can do toward getting them to make the shortage good?

Yours truly,
T. M. CHANDLER.

MINNEAPOLIS, MINN., Dec. 21, 1895.

J. E. Phelan, Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Answering your valued favor of the 19th inst., I desire to preface the full explanation which I shall make regarding this little affair at Wheatland by stating that it is our sincere desire to conform fully to every regulation of your commission to uphold the laws in detail, and as far as we possibly can with the knowledge we have at hand, and in this case I think you cannot help but agree with us that we have simply pursued the ordinary course of business, and are in no way responsible for the shortage at West Superior from leakage on the way or loss from any cause from this car in West Superior. We are pleased to have this opportunity in this case and all others to make a full explanation of the facts; for in any case where we are wrong we will rectify it cheerfully and where we are right we are assured that the commission will do us justice.

The facts regarding this transaction are that on August 15, 1895, Mr. R. Mares of Wheatland, North Dakota, delivered to the agent of the Monarch Elevator company, Mr. L. J. Mann, at Wheatland, 442.30 bushels No. 1 hard wheat. He issued to Richard Mares, or bearer under date of August 15, 1895, a storage ticket for this amount of wheat and grade. The ticket states "which amount, kind and grade of grain will be delivered to the holder of this receipt upon surrender thereof, subject to the following terms of storage." The ticket has the usual terms for handling and storing.

On August 21st, Chandler & Hays Grain company of West Superior had an agent or one of the firm at Wheatland, and he paid Mr. Mares 4 cents above the list price for wheat, paid the charges for handling the grain and we were ordered to ship out the wheat to them at West Superior. It was shipped in car 10,413; we delivering the identical wheat from separate bin, no other wheat being mixed with it in any way, and delivering all that was received by us, which we can substantiate if necessary by affidavit or testimony. As the house had just been re-opened, not having been in use since the previous winter, and having been cleaned out thoroughly at that time, no wheat remaining, and this was all the wheat there was in the building. This wheat was shipped on, as stated, to some mill at West Superior and there unloaded.

Chandler & Hays now claim a shortage. For several reasons we believe our interest in and connection with this grain ended when we delivered the identical stuff on the track to Chandler & Hays and Mares. It had simply been weighed in and the same delivered out and could not have had any waste or loss in any manner in our building; and then again, as we were simply warehousemen our duty ended when we delivered the grain left in store and received our charges for same. It is now Chandler & Hays' identical wheat. Because there has been a leakage possibly in the car on the way to West Superior or if for any reason wheat is taken from the car at West Superior by thieves or otherwise, or if the weight at West Superior is not in harmony the writer can see no wrong doing on our part, or even connection in any way, shape or form with the result, and we would offer the suggestion that the duty of a grain merchant in North Dakota possibly ceases in a case like this when the transaction is finished in North Dakota, and your duties would not extend to West Superior. However, it would please us just as well to have your supervision extend to the final delivery of this grain, but how can we be violating the laws of North Dakota because a car of wheat does not hold out when weighed at a mill in West Superior? And again, why do we

violate the laws of North Dakota when we conform exactly to the desire and request of the one who stores and we deliver to him his identical grain as warehousemen and accept our charges and our duties cease? Would it not be a very peculiar principle to advocate that we were to follow this through strangers' hands and guarantee that no person should steal grain that had once been in an elevator of ours and delivered to other parties, and the weights or dockage of any terminal house or mill be guaranteed by us to be correct and in good faith and satisfactory to all concerned? This, it would seem, would stop the wheels of grain dealing entirely.

I make the request that you write on and find out exactly the standing of Chandler & Hays in every way and that you view this transaction in the same spirit that has always influenced your former decisions and we will have no fear of the result. Any criticisms on the position taken here or any violation of the laws of North Dakota we most earnestly request shall be thoroughly explained to us that they may be rectified in future dealings. Our intention, as stated at the first, is to conform fully to your regulations.

Very respectfully,

MONARCH ELEVATOR CO.

By Alex. Stewart, G. M.

MONARCH ELEVATOR COMPANY, {
MINNEAPOLIS, Minn., Dec. 27, 1895. }

J. E. Phelan, Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Answering yours of the 23rd inst. If you will carefully read our communications you will find we state that our agent graded the wheat as No. 1 hard and that we delivered the same wheat which was delivered to us, the same amount and same grade. We have not the faintest idea of how they graded this at Superior, whether properly graded or not. The matter of grades, as you know, is susceptible to a difference of opinion, and the parties purchasing this wheat were there and purchased just what we had in store and, as stated in our former letter, we simply acted as warehousemen with the best of intentions and, as we think, perfectly correct in our position, and which we believe your people will conclude after thoroughly investigating the matter.

Yours truly,

MONARCH ELEVATOR COMPANY,

By Alex. Stewart, General Manager.

OFFICE OF ATTORNEY GENERAL, {
BISMARCK, N. D., Dec. 28, 1895. }

Hon. J. E. Phelan, Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: I am in receipt of your communication of the 19th instant, inclosing letter from Chandler-Hays Grain Co. of West Superior, and your communication of the 23d instant, inclosing letter from the Monarch Elevator Co. of Minneapolis, Minn. The two inclosures I herewith return as requested. This correspondence refers to a grain transaction between Chandler-Hays Grain Co. and the elevator company. According to the Monarch Elevator company, "the facts regarding this transaction are that on August 15, 1895, Mr. R. Mares of Wheatland delivered to the agent of the Monarch Elevator company, Mr. L. J. Mann, at Wheatland, 442.30 bu. No. 1 hard wheat. He issued to Richard Mares, or bearer, under date of August 15, 1895, a storage ticket for this amount of wheat and grade. The ticket states, 'which amount, kind and grade of grain will be delivered to the holder of the receipt upon surrender thereof, subject to the following terms of storage.' The ticket has the usual terms for handling and storage. On August 21, Chandler-Hays company had an agent or one of the firm at Wheatland, and he paid Mr. Mares 4 cents above the list price for wheat, paid the charges for handling

the grain and we were ordered to ship out the wheat to them at West Superior. It was shipped in car 10,413; we delivering the identical wheat from separate bins, no other wheat being mixed with it in any way, and delivering all that was received by us, which we can substantiate if necessary by affidavit or testimony, as the house had just been reopened, not having been in use since the previous winter, and having been cleaned out thoroughly at that time, no wheat remaining, and this was all the wheat there was in the building. This wheat was shipped on, as stated, to some mill in West Superior and there unloaded. Chandler-Hays now claim a shortage."

Chandler-Hayes Grain company claim the following facts: "On August 21, 1895, we purchased from R. Mares of Wheatland, an elevator ticket on the Monarch Elevator company, which called for 442.30 bushels of old No. 1 hard wheat, that is, wheat of the crop of 1894. Mr. Mares surrendered the ticket to the Monarch Elevator company on that day and paid them the storage charges which had accrued against the wheat and ordered the wheat loaded into a car. On that day their agent, L. J. Mann, in lieu of the surrendered receipt gave Mr. Mares the following receipt: 'Wheatland, N. D., Aug. 21, 1895. We hereby certify that we have this day loaded into N. P. car 10,413 442.30 bushels of old No. 1 hard wheat, by order of R. Mares. These are for net bushels after allowing for dirt, and above figures represent clean wheat. (Signed) L. J. Mann, Agt. Monarch Elevator Co.' Now this car was billed to us at West Superior and was inspected under the Minnesota state law and contained 424.30, or a shortage of 18 bushels of wheat. Instead of it grading No. 1 hard it graded No. 3, but we finally got it raised to No. 2 after having it reinspected. We filed a claim with the Monarch Elevator company for the loss on the grade and for the amount of bushels, \$27.13, which was a very small loss considering the difference in the quality. The elevator company, to whom we presented the bill last Saturday, said they would not pay 1 cent unless it was at the end of a lawsuit. We told them we would file our claim with the warehouse and railroad commissioners and see if they could issue a ticket for a certain grade of wheat and a certain number of bushels and deliver wheat two grades lower and 18 bushels less than they took into their house."

The storage ticket issued by the Monarch Elevator company called for a certain quantity, kind and grade of wheat, and the company would be bound to furnish the same according to the exact terms of the ticket. I do not think the elevator company would be relieved from this duty, from the fact that they returned the identical wheat that was stored because the ticket did not show that the grain was placed in separate bins. A warehouseman is estopped by his statement in the receipt from showing that the property is different from the description in the receipt, in all cases where he had the opportunity to know the quantity and quality of the goods received. In this case the agent of the elevator company could have ascertained whether the grain received by him was No. 1 hard or No. 3, and if he issued a receipt that showed the bearer was entitled to No. 1 hard, when in fact he only received No. 3, he will be estopped from showing his mistake. The courts hold that, "Where a warehouseman issues a receipt he puts it in the power of the holder to treat with the public on the faith of it. He enables him to say, and to induce others to believe, that he has certain property to sell. If the warehouseman gives to the party who holds such receipt a false credit he will not be suffered to contradict the statement, which he has made in the receipt, so as to injure a party who has been misled by it."

While the facts stated do not clearly show whether the Chandler-Hays Co. bought the grain of Mares before or after the grain was delivered by the elevator company, still there seems to be facts enough to show that the grain was bought on the credit and faith of the ticket and the statements therein contained, and they would seem to be in the position occupied by a purchaser for value without notice of any defect. The same rule would apply to the quantity as well as to the quality, and the elevator company would be bound to deliver on board the car the exact amount of grain the receipt or ticket

represented to be on storage. Now, whether the elevator company did or did not load on the car the full amount is a question of fact; if they did their liability ceased, and if they did not they are liable for the deficit. You probably know how to ascertain that fact better than I do. I understand the railroad company does not weigh the grain till it reaches its destination. In that case they would not know the exact amount of bushels received on board the car from the elevator company at the time it was received. It is possible the elevator company did not weigh the grain "out," inasmuch as they delivered the identical grain received on storage, and they may not claim to know from actually weighing the grain when they delivered it how many bushels there were. In such a case they would be liable for the shortage, provided the railroad company did not lose the same in transit by leakage from the car or by theft. I think you can advise the elevator company that they are liable for the grade the receipt calls for; and as to the amount that they were bound to deliver on board the car, what the receipt calls for in bushels, irrespective of the number of bushels they received on storage.

Section 2, chapter 126, of the laws of 1891, defines the duties of the commissioners of railroads in reference to the handling, weighing and storage of grain and authorizes the commissioners to make rules, etc. Nothing in this law or in your rules expressly provides for you to act in this matter further than to make an investigation to discover if the elevator company has been guilty of any cheat or false weighing or employing any methods of transacting their business contrary to the law and your rules. If you find that the company has not willfully cheated their customer or otherwise acted in bad faith, but only acted under a mistaken idea of their rights and duties, then if Chandler-Hays company has a cause of action of a civil nature against the elevator they must seek their remedy at law the same as any other suitor. I think you can only advise the elevator company as to what you believe their legal duty to be.

Very truly yours,
JOHN F. PHILBRICK,
Assistant Attorney General.

MONARCH ELEVATOR COMPANY, }
MINNEAPOLIS, MINN., Jan. 3, 1896. }

Mr. J. E. Phelan, Secretary Commissioners of Railroads, Bismarck,
N. D.:

DEAR SIR: Your letter of the 28th ult. did not reach here in time for a representative to be sent to Bismarck for the 30th and 31st to attend the meeting of the commissioners.

There is one point in connection with the correspondence which I think should be made very plain to the commissioners. Mr. R. Mares stored the grain on the 15th of August and the same was delivered to him on the 21st. The ticket never went to Chandler & Hays, neither did we deliver the grain to them and practically had no business with them, but turned over the wheat to Mr. R. Mares, the man who delivered it to us and he was there at the delivery himself, sitting on the car a part of the time. This makes the case somewhat different, for we have simply re-delivered the identical wheat which we received from Mr. Mares back to him in the course of a week, he sending over his own man and paying the charges. This information has been obtained by careful inquiry into the details of this transaction, and the writer believes that when the commissioners review this matter they will conclude that we have acted in strict conformity with business principles and their regulations. Regret that we could not have had the details as here stated in our first letter.

Yours truly,
MONARCH ELEVATOR COMPANY,
By Alex. Stewart, General Manager.

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., Jan. 4, 1896. }

Chandler-Hays Grain Co., West Superior, Wisconsin:

GENTLEMEN: Referring to your favor of December 17, 1895, by direction of the railroad commissioners, I submit herewith copy of their ruling in your claim against the Monarch Elevator Company.

The commissioners trust that you will make an effort to have this matter amicably adjusted with the Monarch Elevator Company to the end that the expense of a law suit may be avoided.

Yours truly,
J. E. PHELAN,
Secretary.

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., Jan. 4, 1896. }

Monarch Elevator Company, Alexander Stewart, General Manager, Minneapolis, Minn.:

GENTLEMEN: Acknowledging your favor of January 3rd, and referring to the complaint of Chandler-Hays Grain company against the Monarch Elevator Company.

After taking into consideration all facts presented, together with the advice of the attorney general, the commissioners of railroads render the following decision:

The facts regarding this transaction are that on August 15, 1895, Mr. R. Mares of Wheatland, delivered to the agent of the Monarch Elevator company, Mr. L. J. Mann, at Wheatland, four hundred and forty-two and thirty one-hundredths (442.30) bushels of No. 1 hard wheat. He issued to Richard Mares, or bearer, under date of August 15, 1895, a storage ticket for this amount of wheat and grade. The ticket states "which amount, kind and grade of grain will be delivered to the holder of the receipt upon the surrender thereof, subject to the following terms of storage." The ticket had the usual terms for handling and storage.

On August 21st, the Chandler-Hays company had an agent, or one of the firm at Wheatland, and he paid Mr. Mares four cents above the list price for wheat, paid the charges for handling the grain, and the wheat was ordered shipped to West Superior. It was shipped in car No. 10413. The Monarch Elevator company claims to have delivered the identical wheat from separate bins, no other wheat being mixed with it in any way, and delivered all that was received by them. This wheat was shipped on, as stated, to some mill in West Superior and there unloaded.

The Chandler-Hays Grain company claim the following facts: On August 21, 1895, there was purchased from R. Mares, of Wheatland, an elevator ticket on the Monarch Elevator company, which called for four hundred and forty-two and thirty one-hundredths (442.30) bushels of old No. 1 hard wheat: that is, wheat of the crop of 1894. Mr. Mares surrendered the ticket to the Monarch Elevator company on that day, and paid them the storage charges which had accrued against the wheat, and ordered the wheat loaded into a car.

That on that day their agent, L. J. Mann, in lieu of the surrendered receipt, gave Mr. Mares the following receipt:

WHEATLAND, N. D., August 21, 1895.
We hereby certify that we have this day loaded into Northern Pacific car, No. 10413, 442.30 bushels of old No. 1 hard wheat, by order of R. Mares. This order for net bushels after allowing for dirt, and above figures represent clean wheat.

(Signed), L. J. MANN,
Agent Monarch Elevator Company.

Now, this car was billed to Chandler-Hays at West Superior, and was inspected under the Minnesota law, and contained four hundred and twenty-

four and thirty one one-hundredths (424.31) bushels, or a shortage of eighteen (18) bushels on the wheat. Instead of grading No. 1 hard it graded No. 3, but the grade was finally raised to No. 2 after having it re-inspected.

Chandler-Hays file a claim with the Monarch Elevator company for the loss on the grade and for the amount of bushels, twenty-seven dollars and thirteen cents (\$27.13), which was a very small loss considering the difference in the quality. When this claim was presented to the Monarch Elevator company payment was refused, whereupon the Monarch Elevator company was notified by Chandler-Hays that the claim would be filed with the commissioners of railroads of North Dakota to see if the Monarch Elevator company could issue a ticket for a certain grade of wheat and a certain number of bushels and deliver wheat two grades lower and eighteen bushels less than they took into their house.

The above being facts presented by the Monarch Elevator company and Chandler-Hays Grain company to the commissioners of railroads of North Dakota, the commissioners rule as follows:

The storage ticket issued by the Monarch Elevator company called for a certain quantity, kind and grade of wheat, and the company would be bound to furnish the same according to the exact terms of the ticket. The Monarch Elevator company would not be relieved from this duty from the fact that they returned the identical wheat that was stored, because the ticket did not show that the grain was placed in separate bins. A warehouseman is estopped by his statement in the receipt from showing that the property is different from the description in the receipt in all cases where he had opportunity to know the quantity and quality of the goods received.

In this case the agent of the Monarch Elevator company could have ascertained whether the grain received by him was No. 1 hard or No. 3, and if he issued a receipt that showed the bearer was entitled to No. 1 hard when in fact he only received No. 3, he will be estopped from showing this mistake.

The courts hold that "where a warehouseman issues a receipt he puts it in in the power of the holder to treat with the public on the faith of it. He enables him to say, and to induce others to believe that he has certain property to sell. If the warehouseman gives to the party who holds such receipt a false credit, he will not be suffered to contradict the statement which he has made in the receipt so as to injure a party who has been misled by it."

While the facts stated do not clearly show whether Chandler-Hays company bought the grain of Mares before or after the grain was delivered by the elevator company, still there seems to be facts enough to show that the grain was bought on the credit and faith of the ticket and the statement therein contained, and they would seem to be in the position occupied by a purchaser for value without notice of any defect. The same rule would apply to quantity as well as to quality, and the elevator company would be bound to deliver on board the car the exact amount of grain the receipt or ticket represented to be on storage. Now, whether the elevator company did or did not load on the car the full amount is a question of fact, but if they did their liability ceased, and if they did not, they are liable for the deficit.

As a railroad company does not weigh the grain until it reaches its destination, they would not know the exact amount of bushels received on board the car from the elevator company at the time it was received. It is possible the elevator company did not weigh the grain "out," inasmuch as they claim to have delivered the identical grain received on storage, and they might not know from actually weighing the grain when they delivered it, how many bushels there were. In such a case, they would be liable for the shortage, providing the railroad company did not lose the same in transit by leakage from the car or by theft.

The commissioners of railroads further hold, that the elevator company is liable for the grade the receipt calls for, and as to the amount, that they were bound to deliver on board the car what the receipt calls for, irrespective of the number of bushels they received on storage.

As the commissioners of railroads are bound to do their duty as required by law, and as the bond of the Monarch Elevator company is held by the commissioners, to the end that "The Monarch Elevator company shall faithfully and lawfully perform their duties as public warehousemen and comply with the laws of the state of North Dakota relative thereto, and the rules and regulations adopted by the Board of Railroad Commissioners of North Dakota in connection therewith," the commissioners feel it their duty to proceed against the Monarch Elevator company through the attorney general and test this question in court, unless a satisfactory settlement be made with the complaining parties within fifteen (15) days from January 10, 1896.

The commissioners feel that while there are some points that may be in dispute, the best way for such matters to be settled is in court if the decision of the commissioners is not satisfactory to the parties in interest, and the sooner these matters are settled by the decision of the judges so much better for all concerned.

The commissioners cannot take into account any prejudice existing against the Chandler-Hays Grain company and find their duty plainly to comply with the law, irrespective of the contestants involved.

By order of the commissioners of railroads,

J. E. PHELAN,
Secretary.

MINNEAPOLIS, MINN., Jan. 11, 1896.

Chandler-Hays Grain Company, West Superior, Wis.:

GENTLEMEN: Your favor of 6th received and note what you say about the railroad commissioners and the state of North Dakota in regard to your claim. As before, we respectfully decline to send you our check.

Yours truly,

ALEX STEWART,
General Manager.

WEST SUPERIOR, WIS., Jan. 13, 1896.

J. E. Phelan, Esq., Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: In pursuance to your suggestion in your letter of Jan. 4th. in regard to the claim which we have against the Monarch Elevator company of Minneapolis, we wrote them requesting settlement of the matter and herewith inclose you their letter in reply to same, in which you will see they have declined to pay the claim.

As per your suggestion we would like very much to have this settled without any trouble and wish you would write us in regard to it and give us your opinion of the best mode of collecting the debt.

Awaiting your favors, we are,

Yours truly,

CHANDLER-HAYS GRAIN CO.

GRAND FORKS, N. D., Jan. 14, 1896.

J. E. Phelan, Esq., Secretary Railroad Commissioners, Bismarck, N. D.:

DEAR SIR: Our firm appear for the Monarch Elevator Company in the matter of difference between your board and it concerning the 442 bushels and 30 pounds of wheat delivered to Mr. Mares at Wheatland in August last, and out of which delivery the Chandler-Hays Grain company have found occasion to lodge complaint with the railroad commission.

We assume from the correspondence in the case, and especially your letter of January 4, 1896, that the railroad commissioners are desirous of litigating this matter in the court, and as the Monarch Elevator Company feel that they have fully discharged their duties, both as public warehouseman and bailee, they have instructed us to appear in any action brought and contest the matter.

We assume from your letter of the 4th that you contemplate bringing action upon the bond of this company. We have not in our possession a copy of the rules and regulations adopted by the board of railroad commissioners. Will you furnish us with a copy of these rules? After an examination of the rules of your board, if we are still of the opinion that we now have, viz: That the company is not liable, we will meet with the attorney general, at any time or place which may suit his convenience, and agree with him on the facts in the case. From the correspondence we apprehend that there will be no trouble in stipulating the facts; the case can then be submitted to one of the lower courts for determination and the matter appealed to our supreme court for determination.

The grain companies doing business in this state have always been of the opinion that they could not be compelled to guarantee terminal weights and grades. Representing, as we do, a large number of the grain concerns, we have been requested to obtain a determination of our supreme court upon this question, but no case has yet arisen in which the issues were as clean cut as this, or in which the point can be litigated to as good advantage. It will doubtless prove advantageous therefore to all parties concerned that this matter be litigated through the courts.

Very respectfully,

COCHRANE & FEETHAM.

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., Jan. 15, 1896. }

Chandler-Hays Grain Co., West Superior, Wis.:

GENTLEMEN: Replying to your favor of January 13th, the commissioners of railroads have taken this matter in hand with the Monarch Elevator Co., and will go ahead with the matter and have the case tested in the courts. In the meantime, you can be prepared to furnish any statements of facts or evidence necessary to show your case in the best light possible.

You should act in concert with R. Mares or other shippers, in this direction.

Yours truly,

J. E. PHELAN,
Secretary.

OFFICE COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., Jan. 15, 1896. }

Cochrane & Feetham, Attorneys, Grand Forks, N. D.:

GENTLEMEN: Acknowledging your favor of January 14th, the commissioners are now in session at Bismarck and have considered your communication, and thank you for the fair disposition shown in your communication to them, concerning the merits of the case in hand between Chandler Hays Grain Co., of West Superior, and the Monarch Elevator Co., of Minneapolis.

The commissioners have recognized that this case rested largely on the question of whether an elevator company could be compelled to guarantee terminal weights and grades, and it is an important matter to have brought out for the benefit of shippers in North Dakota.

A copy of the rules will be furnished you as soon as prepared, and the attorney general will be furnished with a copy of your communication. As the decision of the commissioners limited its time to January 25th, before action would be taken through the attorney general, we take it for granted that there will be a reasonable time in which you may decide what course to pursue.

Yours sincerely,

J. E. PHELAN,
Secretary.

OFFICE OF COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., Jan. 17, 1896. }

Cochrane & Feetham, Attorneys at Law, Grand Forks, N. D.:

GENTLEMEN: Herewith is a copy of rules for government of public warehouses, in the state of North Dakota, that was promulgated by the last board of railroad commissioners and adopted by the present board, and in force at the time of the transaction between the Ohandler-Hays Grain company and the Monarch Elevator company at Wheatland.

These rules are also in force at the present time and will remain in force until further notice.

Yours truly,
J. E. PHELAN,
Secretary.

GRAND FORKS, N. D., Jan. 18, 1896.

Hon. J. E. Phelan, Bismarck, N. D.:

DEAR SIR: Pursuant to your letter of January 15'h, I have advised Mr. Cowan that he may serve papers on me in the action which the state contemplates against the Monarch Elevator company. I will appear and answer any complaint which may be served.

I will rely on you to forward me a copy of your rules before we are required to prepare our answer in this case.

Yours respectfully,
COCHRANE & FEETHAM.

OFFICE OF COMMISSIONERS OF RAILROADS,
FARGO, N. D., Jan. 20, 1896. }

Hon. John F. Cowan, Attorney General, Bismarck, N. D.:

MY DEAR SIR: Herewith is a letter from Cochrane & Feetham. Will you kindly file this letter with the other papers and go ahead with the case as per directions of commissioners of railroads January 25, 1896.

Yours,
J. E. PHELAN,
Secretary.

GRAND FORKS, N. D., Jan. 18, 1896.

J. F. Cowan, Attorney General, Bismarck, N. D.:

DEAR SIR: The Monarch Elevator company have determined to litigate the question of their liability in the Mairs case. I have written to the secretary of the railroad commission concerning the matter, and he advises me today that the matter will be turned over to you, together with the correspondence in the matter.

I presume your action will be on the bond of the company, but in whatever form of action you may see fit to bring this proceeding, you may serve your papers directly on me. I will appear and answer, will agree on the facts with you, as there is little chance for dispute as to the ultimate facts in the case. I would suggest, however, that it will probably be more satisfactory to you, as well as to myself, to have this case submitted either to Judge Morgan, Judge McConnell or Judge Templeton. Of course, an appeal will be taken from the judgment either way, but I am satisfied that all parties concerned would be better pleased to have one of these three judges decide the matter.

Yours respectfully,
COCHRANE & FEETHAM.

GRAND FORKS, N. D., January 20, 1895.

E. Phelan, Esq., Bismarck, N. D.:

DEAR SIR: We are in receipt of copy of rules of the warehouse commission, for which accept thanks.

As we advised you in a former communication, the elevator company do feel that they are in default in this Mairs case, and will contest any action brought against them. Be assured, however, that the contest is not made in defiance of the railroad commission, but on the theory of the elevator company that they have fully discharged their obligation and cannot be expected to be required by the railroad commission of this state, or even by the legislature of this state, to guarantee depositors against loss in shipments of grain at a terminal point without the state, nor can they hold themselves responsible for the judgment of the grain inspector in Minnesota, or for difference of judgment between his grades and that of their own agent. You are doubtless aware that the company in all cases is willing to redeem and pay for any tickets issued by them at the market price of the grade of wheat stored for in their storage ticket, even though the wheat may pass as an inferior grade at the terminal point. To this extent, of course, they suffer from any mistakes of their agent, but consider that in the present state of the law they cannot be required to guarantee terminal weights and grades, and that any legislation or rules which would apparently require a guarantee of terminal weights and grades would be unconstitutional.

While the elevator company are not seeking litigation, and with all due respect for your board, they feel that you are exacting from them in this case something which the law will not justify.

Very respectfully,
COCHRANE & FEETHAM.

OFFICE COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., Jan. 3, 1896. }

Cochrane & Feetham, Attorneys, Grand Forks, N. D.:

GENTLEMEN: Your favor of the 20th inst. is hereby acknowledged and has been turned over to the attorney general, who now has charge of the case Chandler-Hays Grain Co. vs. Monarch Elevator Co.

Yours,
J. E. PHELAN,
Secretary.

OFFICE OF ATTORNEY GENERAL,
BISMARCK, N. D., February 6, 1896. }

J. E. Phelan, Secretary of the Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Yours of recent date received, regarding claim of Chandler-Hays Grain Co., of West Superior, Wis., against Monarch Elevator Co., of Minneapolis, arising from the delivery of certain wheat to the elevator company's agent at Wheatland, N. D., by one Mr. R. Mairs who received elevator storage tickets for said wheat, stating its weight and grading it No. 1 Hard. This grain was sold by Mr. Mairs to Chandler-Hays Grain Co., the storage and handling charges paid, the storage ticket surrendered to the elevator company, and the wheat ordered shipped to Chandler-Hays Grain Co. at West Superior. Upon arrival there it is said to have been inspected under the law of Minnesota, was found to be eighteen bushels short of the amount specified in the storage tickets and upon said inspection was graded only No. 3. The contention on the part of the Chandler-Hays Grain Co. is, so far as we can learn from their correspondence, that the elevator company is compelled by our law to guarantee weights and grades at West Superior on grain shipped from their elevators in this state under the facts as above stated.

Now, whether this be true or not as a proposition of law, it does not seem to me that this is a case in which your board can act officially except in so far as it may be able, under section 1,784, Revised Codes, to correct any such injury done by its well-known powers of moral suasion.

Under the respective statements of the grain company and the elevator company there is a plain contradiction as to the facts, settlement of which would in all probability terminate the action and leave the question of law as to the guarantee of weights and grades unsettled; that is to say, the evidence of the elevator company (judging, as I have said, from the statements made), would show that the company had loaded on the cars at Wheatland the exact amount of wheat of the identical grade received by it, and the evidence of the grain company (from the statements) might be expected to show that the amount was eighteen bushels short on delivery at West Superior, and the grade given by the Minnesota or Wisconsin inspector was No. 3 instead of No. 1 hard, and the verdict of a jury on the facts would no doubt settle the matter as to this particular case only.

I may say to you, however, that I believe the law requires any warehouseman in this state to deliver to the owner thereof (upon payment of the proper charges for storing, handling, etc.,) the same grade and quantity of grain received, or which is called for by storage tickets issued, and whether he does this or not is a question of fact to be decided upon the facts in each case. I cannot believe that a warehouseman in this state is compelled to deliver to his customer a grade of grain which must correspond with that grade as fixed in some other state. Here, I think, questions of fact arise as to the correctness of grading done by the different parties. If the system of grading in this state is identical with the systems in use by inspectors, say at Duluth and West Superior, then the grade should correspond in each of those places, and discrepancies in grades must arise through fraud or errors of judgment in those who do the grading, so that disputes arising thereunder should, in my opinion, be settled upon the facts as to which party gave the proper grade. I still believe, as stated in a former opinion to you, that the warehouseman is held strictly to return the grade and weight received and shown by the storage ticket issued, but because the North Dakota warehouseman grades wheat stored with him "No. 1 hard," and the owner orders it shipped to Duluth where another grader or inspector grades it "No. 3," I cannot think that any warehouseman is estopped from showing that, as a matter of fact, he delivered to the owner No. 1 hard wheat, judged by the system of grading under which the wheat was stored, and if the systems of grading are identical in the place of storage and place of delivery, that he in fact delivered No. 1 hard wheat, the only issue raised would be which of the grades fixed was correct. Such issues, I believe, should be settled by litigation between the parties in interest, without intervention of your board or the state, except the good offices of your board as hereinbefore indicated.

I believe I suggested to you the idea of having Messrs. Cochrane & Feetham, attorneys for the elevator company, arrange to raise an issue of law so as to determine the question of guaranty of grades on grain received by warehousemen within this state and delivered at terminal points, say in Minnesota or Wisconsin. I will meet them within a few days and discuss the proposition with them, when, if they consent to have the question of law disposed of in this way, and the Chandler-Hays Grain company desires you to request this office to look after its interests in the matter, and you deem it expedient so to do, I shall be quite willing to prepare a case at once, as it is in its nature and consequence a question of great moment to the farmer and warehousemen of this state.

I shall not feel aggrieved should my opinion in this matter be reversed.

Yours truly,

JOHN F. COWAN,
Attorney General.

This case is now in the hands of the attorney general.

WHEAT INSPECTION AT TERMINAL POINTS INDEPENDENT OF MINNESOTA INSPECTION.

This subject occupied considerable attention from the commissioners of railroads in office for four years prior to the installment of the present board.

The following correspondence is submitted to show efforts made in this direction during the term of the present board:

SUPERIOR BOARD OF TRADE,
SUPERIOR, WIS., Feb. 18, 1895. }

Railroad and Warehouse Commissioners, Bismarck, N. D.:

GENTLEMEN: We are at present endeavoring to obtain some state legislation that will enable us to handle the grain received here in a more satisfactory manner than we are lead to believe is in vogue at present, and the Minnesota, especially Duluth, grain interests are opposing us upon the ground that the present system is fully satisfactory to all interested; but from information we have obtained from your predecessors and others in your state, we are lead to believe that considerable dissatisfaction exists against the present system as conducted by the Minnesota inspection department.

Will you please favor me with your views in the matter, also what your opinions are based upon and the feeling of the people in your state regarding a change.

The legislation we are endeavoring to procure is such that will make it possible for us to work jointly with the people of your state in such a manner as may be to the best interest of all concerned.

An early reply will greatly oblige,

Very respectfully yours,

J. J. ATKINSON,

Secretary.

FARGO, N. D., March 1, 1895.

Mr. J. E. Phelan, Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Replying to your favor of recent date making inquiries as to cause of complaint against the inspection of North Dakota wheat by Minnesota inspectors:

The history of this complaint is familiar enough, as well as the history of the various attempts to get around it or establish an inspection for the state. In general it is claimed that the No. 1 hard wheat peculiar to North Dakota, and the best in the world, as North Dakotans are pleased to claim, never gets on the market in its pure state, but is mixed in the process of passing through the Minnesota inspection and transfer and used to keep up the grade of the poorer grades of wheat raised in Minnesota. Then there is the rather important fact that the people of North Dakota pay Minnesota some \$40,000 a year in inspection fees, and have not a word to say as to what the inspection shall be, or how it shall be made, and no redress when an injustice is done. It is a sort of "taxation without representation" affair. An interview with the board of trade of West Superior would cause a better appreciation of this point. In reality there is no inspection in Duluth. It is all done on Wisconsin soil, though Minnesota collects the fees.

The Gladstone correspondence should explain itself. It arose indirectly from the investigation caused by the passage of the elevator law of 1893.

The benefit possible was the establishing of a competitive market for North Dakota wheat, and the possibility of securing strictly North Dakota grades should the state ever desire to go into the inspection business again. You know Manitoba has an inspection system of its own, and its best grade commands a premium over the No. 1 hard wheat of the Minnesota inspection—a point in evidence that our wheat, which is of the same quality as Manitoba wheat, is deteriorated in passing through the Minnesota men's hands.

You will find some recommendations touching this matter in the report of the commissioners.

Very respectfully,
FINLAY GRANT.

OFFICE OF COMMISSIONERS OF RAILROADS, }
BISMARCK, N. D., March 18, 1895. }

Douglas Smith, Esq., Secretary The Gladstone Company:

DEAR SIR: Replying to your favor of March 7, 1895, will say that there was no legislation passed at the recent session of the legislature favoring the establishment of a state elevator.

The commissioners of railroads, I am instructed to say, will confine themselves to duties prescribed by law and are not at present prepared to take up matters pertaining to the establishment of elevators at lake points.

Respectfully yours,
J. E. PHELAN,
Secretary.

CHICAGO, March 20, 1895.

Mr. J. E. Phelan, Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: We have to acknowledge receipt of your valued communication of the 18th inst. If at any time the commissioners desire to make further investigation as to the arrangements for elevators at lake ports, we should be very glad to give them what information lies in our power, and aid them in any other way that is possible. Believe us,

Very truly yours,
THE GLADSTONE CO.,
By DOUGLAS SMITH, Secretary.

SUPERIOR, Wis., Aug. 6, 1896.

To the Railroad and Warehouse Commissioners of the State of North Dakota, Bismarck, N. D.:

GENTLEMEN: We are arranging to put into effect here September 1, 1896, a new system of inspection, as authorized by the laws of Wisconsin. And in doing so are anxious to co-operate with you, especially in the matter of names for the different grades, also in any other matter that may be to our mutual advantage.

With this object in view, I have been instructed by our board of directors to request you to honor us with a visit to our city for the purpose of talking the matter over together; or, if inconvenient for you to come to Superior, kindly name some early date when you could meet a committee of our people at some eastern city in your state, say Fargo or Grand Forks.

Trusting you will give this matter your early attention and favor us with a favorable reply, I have the honor to be,

Most respectfully,
J. J. ATKINSON,
Secretary.

OFFICE COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., Aug. 11, 1896. }

J. J. Atkinson, Secretary Superior Board of Trade, Superior, Wis.:

SIR: In reply to your favor of August 6th, I am directed to by the commissioners of railroads to state that they will go to Superior, leaving Fargo on the night of August 18th, and be in Superior August 19th, Wednesday, to consult with your people relative to the co-operation in the matter of establishing North Dakota grades of wheat, and any other matters that may be of importance and mutual advantage to the business men of Superior and the shippers of North Dakota. I am,

Yours truly,
J. E. PHELAN,
Secretary.

SUPERIOR, Wis., August 14, 1896.

Mr. J. E. Phelan, Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: I have your favor of the 11th inst., accepting our invitation of the 6th, and note that you will be here on the 19th inst.

Please accept our sincere thanks for your kindness with the assurance that we will make every effort to make your visit both pleasant to the commissioners personally and profitable to your state, also hoping that their their secretary be one of the party, I am,

Most respectfully,
J. J. ATKINSON,
Secretary.

OFFICE COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., Oct. 16, 1895. }

J. J. Atkinson, Esq., Secretary Superior Board of Trade, West Superior, Wisconsin:

DEAR SIR: For the purpose of record in the commissioners' office will you kindly advise what the present standing of the controversy is between the Superior board of trade and the board of trade of Duluth, concerning the Superior-Dakota inspection and the Minnesota inspection?

We have seen various newspaper accounts but as yet have not received any official knowledge of the subject.

Yours truly,
J. E. PHELAN,
Secretary.

SUPERIOR, Wis., Oct. 19, 1896.

Mr. J. E. Phelan, Secretary Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Replying to your favor of the 16th inst. will say that Wisconsin inspection was discontinued and Minnesota inspection reinstated in this city on the 15th inst.

This practically leaves the matter in the same condition as prevailed previous to September 1st.

While the abandonment of our own system was contrary to my wishes or opinion in the matter as I thought then and still believe we could have succeeded, I also regreted, after the great amount of trouble, annoyance and inconvenience we had endured, besides the large financial loss imposed upon both friendly and opposing interests, to be compelled to give up without accomplishing our object, but contra counsel prevailed.

The strongest feature in influencing our people to discontinue the inspection was our inability to secure sufficient wheat to keep our mills in operation. We had expected to be able to do so without any trouble but were sadly disappointed as the average receipts were less than half the amount required for that purpose, and this in the face of the fact that our daily sales averaged over half a cent per bushel higher than could be obtained in Duluth for the same wheat.

There were several opposing elements to contend against, the principal ones being the Great Northern railroad and the elevator interests who combined with the Duluth board of trade to defeat us, but notwithstanding all this we would have won had the shippers given us the support and patronage we were entitled to receive and expected.

Very respectfully,

J. J. ATKINSON,
Secretary.

ELEVATOR BONDS AND LICENSES.

The law relating to bonds and licenses as set forth in the following circular, has been generally complied with:

OFFICE OF COMMISSIONERS OF RAILROADS.

Your attention is called to the following sections of Article 25, Revised Codes of North Dakota, governing public warehouses, in effect January 1, 1896:

SECTION 1783. COMMISSIONERS OF RAILROADS, POWERS AND DUTIES.] The duties imposed by the provisions of this article and the powers conferred herein devolve upon the commissioners of railroads.

SEC. 1784. HANDLING, WEIGHING AND STORAGE OF GRAIN.] It shall be the duty of the commissioners of railroads to supervise the handling, weighing and storage of grain and seed; to establish all necessary rules and regulations for the weighing of grain and for the management of the public warehouses of the state, so far as such rules and regulations may be necessary to enforce the provisions of this article or any law in this state in regard to the same, investigate all complaints of fraud or oppression in the grain trade of this state, and correct the same as far as it may be in their power.

SEC. 1786. PUBLIC WAREHOUSES DEFINED.] All buildings, elevators or warehouses in this state, erected and operated, or which may hereafter be erected and operated by any person, association, copartnership, corporation or trust, for the purpose of buying, selling, storing, shipping or handling grain for profit, are declared public warehouses, and the person, association, or copartnership owning or operating such buildings, elevators or warehouses which are now or may hereafter be located or doing business within this state, whether such owners or operators reside within this state or not, are public warehousemen within the meaning of this article, and none of the provisions of this article shall be construed so as to permit discrimination with reference to the buying, receiving and handling of grain of standard grades, or in regard to the persons offering such grain for sale, storage or handling at such public warehouses, while the same are in operation.

SEC. 1787. LICENSE, HOW OBTAINED; FEE, HOW DETERMINED.] An annual state license must be obtained through the commissioners of railroads for each and every public grain warehouse in operation in this state. No license under this article shall describe more than one public grain warehouse, or grant permission to operate any other public grain warehouse than the one therein described. The license fee is hereby fixed at two dollars for warehouses of a capacity of less than ten thousand bushels; and three dollars for warehouses of a capacity of ten thousand bushels and over, for each public

grain warehouse; provided, that before any license is issued the person applying therefor shall file with the commissioners of railroads the receipt of the state treasurer, showing that the applicant has paid into the state treasury the amount of said license fee.

SEC. 1788. LICENSE TO BE CONSPICUOUSLY POSTED. PENALTY.] The license thus obtained shall be posted in a conspicuous place in the public warehouse so licensed. Every such license shall expire on the first day of August next following the issuance thereof, and no license shall run for a longer period than one year. Any person or association, who shall transact the business of public warehousemen without first procuring a license as herein provided shall, on conviction, be fined in a sum not less than twenty-five dollars for each and every day such business is carried on.

SEC. 1789. BOND TO BE FILED.] The proprietor, lessee or manager of any public warehouse or elevator in this state shall file with the commissioners of railroads a bond to the state with good and sufficient sureties to be approved by such commissioners in the penal sum of not less than five thousand nor more than seventy-five thousand dollars, in the discretion of the commissioners, conditioned for the faithful performance of their duty as public warehousemen and a compliance with all the laws of this state in relation thereto. One bond only need be given for any line of elevators or warehouses owned, controlled or operated by one individual, firm or corporation. Such bond, specifying the location of each elevator or warehouse operated by such individual, firm or corporation, shall be in a sufficient amount to protect the holders of outstanding tickets.

SEC. 1795. PENALTY FOR VIOLATION OF THIS ARTICLE.] Any person who shall knowingly cheat or falsely weigh any wheat or other agricultural products, or who shall violate any of the provisions of this article shall be deemed guilty of a misdemeanor, and shall on conviction thereof be subject to a fine of not less than two hundred dollars nor more than one thousand dollars and be imprisoned in the penitentiary for a period not exceeding one year, in the discretion of the court.

Action will be commenced by the commissioners of railroads to enforce the law as above indicated, if not fully complied with within thirty days from the date of this notice.

GEO. H. KEYES,
JOHN W. CURRIE,
JOHN J. WAMBERG,
Commissioners.

Attest:

J. E. PHELAN, Secretary.

LICENSE FEES FOR ELEVATORS.

During the term of the present commissioners there has been paid into the treasury of North Dakota, as license fees for elevators operated within the state, the sum of \$2,383.00.

THE COMPARATIVE EARNINGS OF RAILROADS

FROM OPERATION IN THE STATE OF NORTH DAKOTA SHOWS THE
FOLLOWING RESULTS:

OPERATION IN NORTH DAKOTA.

Northern Pacific Railway Company.	1894.	1895.	1896.
Gross earnings	\$ 2,905,205 25	\$ 2,911,140 02	\$ 3,276,821 16
Operating expenses.....	2,280,982 83	1,839,646 17	1,958,401 96
Net earnings	674,222 40	1,071,493 85	1,318,419 20

Percentage of expenses to earnings, 1894, 76 per cent; 1895, 68.19 per cent; 1896, 59.77 per cent.

Great Northern Railway Company.	1894.	1895.	1896.
Gross earnings	\$ 2,780,911 79	\$ 3,291,589 85	\$ 4,281,331 49
Operating expenses.....	1,548,888 75	1,398,491 54	1,720,107 10
Net earnings	1,181,523 04	1,897,098 31	2,561,224 39

Percentage of expenses to earnings, 1894, 56.70 per cent; 1895, 42.87 per cent; 1896, 40.18 per cent.

OPERATION OF ENTIRE LINE.

Northern Pacific Railway Company.	1894.	1895.	1896.
Gross earnings	\$ 16,746,906 56	\$ 17,649,888 38	\$ 20,049,966 52
Operating expenses.....	11,971,188 98	11,467,093 31	12,207,406 77
Net earnings	4,798,119 68	6,182,798 07	7,842,579 75

Percentage of expenses to earnings, 1894, 71.41 per cent; 1895, 64.97 per cent; 1896, 60.88 per cent.

Great Northern Railway Company.	1894.	1895.	1896.
Gross earnings	\$ 11,385,770 96	\$ 13,148,678 73	\$ 15,345,274 16
Operating expenses.....	6,468,779 21	7,146,462 15	7,898,960 77
Net earnings	4,916,991 75	6,002,216 58	7,446,293 39

Percentage of expenses to earnings, 1894, 56.99 per cent; 1895, 54.35 per cent; 1896, 51.47 per cent.

OPERATION IN NORTH DAKOTA.

M., St. P. & S. Ste. Marie ("Soo" line)—	1894.	1895.	1896.
Gross earnings	\$ 877,785 85	\$ 890,282 82	\$ 514,843 29
Operating expenses.....	812,248 88	880,968 62	885,000 58
Net earnings	65,542 52	59,264 20	129,882 71

Percentage of expenses to earnings, 1894, 82 per cent; 1895, 85 per cent; 1896, 75 per cent.

PROPORTIONAL.

Chicago, Milwaukee & St. Paul.	1894.	1895.	1896.
Gross earnings	\$ 680,812 48	\$ 549,968 29	\$ 76,092 12
Operating expenses.....	882,058 57	322,461 97	94,000 26
Net earnings	248,258 91	227,526 82	.....

Percentage of expenses to earnings (proportional), 1894, 60.61 per cent; 1895, 58.68 per cent; 1896, 128.53 per cent.

Note—Actual gross earnings 1896, reported, \$59,986.82.

OPERATION OF ENTIRE LINE.

M., St. P. & S. Ste. M. ("Soo" line).	1894.	1895.	1896.
Gross earnings	\$ 2,907,963 14	\$ 2,587,275 49	\$ 8,785,872 20
Operating expenses.....	2,268,722 80	1,825,951 87	2,832,471 48
Net earnings	644,240 84	781,824 12	1,408,400 72

Percentage of expenses to earnings, 1894, 78 per cent; 1895, 71 per cent; 1896, 62 per cent.

Chicago, Milwaukee & St. Paul.	1894.	1895.	1896.
Gross earnings	\$ 81,515,628 75	\$ 27,499,414 95	\$ 82,887,156 42
Operating expenses.....	19,102,928 45	16,128,098 40	18,800,051 84
Net earnings	12,412,698 80	11,876,816 07	14,087,104 58

Percentage of expenses to earnings, 1894, 60.61 per cent; 1895, 58.68 per cent; 1896, 57.17 per cent.

REPORT OF COMMISSIONERS OF RAILROADS,

OPERATION OF ENTIRE LINE.

Chicago & Northwestern Railway.	1894.	1895.	1896.
Gross earnings	\$ 31,680,910 33	\$ 28,203,378 46	\$ 33,997,621 24
Operating expenses	19,927,064 41	17,406,080 89	20,932,203 79
Net earnings	11,753,845 92	10,797,278 07	13,065,417 45

Percentage of expenses to earnings, 1894, 62.90 per cent; 1895, 61.72 per cent; 1896, 61.57 per cent.

OPERATION IN NORTH DAKOTA.

Chicago & Northwestern Railway.	1894.	1895.	1896.
Gross earnings	\$ 5,053 16	\$ 4,587 87	4,575 01

Percentage of expenses to earnings, 1894, 62.90 per cent; 1895, 61.72 per cent; 1896, 61.57 per cent.

TOTAL NUMBER OF MEN EMPLOYED BY EACH RAILROAD WITHIN THE STATE, WITH AVERAGE DAILY COMPENSATION.

Name of Road.	1894.		1895.		1896.	
	No.	Average Rate Per Day.	No.	Average Rate Per Day.	No.	Average Rate Per Day.
Northern Pacific R. R. Co.....	1,501	\$ 2 01	1,817	\$ 1 91	1,417	\$ 1 95
Great Northern R. R. Co.....	887	1 71	1,892	1 82	2,362	1 70
M., St. P. & Sa't Ste. Marie R. R.	391	1 72	349	1 98	329	2 13
C., M. & St. P. R. R. (prop't'al)	408	1 93	351	1 98	.....	1 96
C. & N. W. R. R.....	11	1 41	7	1 55	7	1 65

TOTAL MILEAGE OF THE RAILROADS IN THE STATE.

	1894.	1895.	1896.
Northern Pacific R. R. Co.....	866.91	874.41	869.87
Great Northern R. R. Co.....	1,051.24	1,051.24	1,050.84
M., St. P. & Sault Ste. M. R. R.....	465.36	465.36	465.36
Chicago, Milwaukee & St. Paul R. R.....	118.21	118.21	118.21
Chicago & Northwestern R. R.....	14.28	14.28	14.28
Total	2,516.00	2,528.50	2,518.56

ANNUAL REPORTS

OF

Railroads Operating in North Dakota

FOR

Fiscal Year Ending June 30, 1896.

ANNUAL REPORT

OF THE

NORTHERN PACIFIC RAILROAD COMPANY

(EDWIN H. M'HENRY AND FRANK G. BIGELOW, RECEIVERS,)

TO THE

COMMISSIONERS OF RAILROADS OF THE STATE OF NORTH DAKOTA
FOR THE YEAR ENDING JUNE 30, 1896.

HISTORY.

Name of common carrier making this report? Northern Pacific Railroad company (Edwin H. McHenry and Frank G. Bigelow, receivers).

Date of organization? September 29, 1875.

Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Chartered by act of congress July 2, 1864.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

If a re-organized company, give name of original corporation, and refer to laws under which it was organized. Northern Pacific Railroad company, chartered by act of congress July 2, 1864.

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
Brayton Ives.....	New York.....	October, 1896
August Belmont.....	New York.....	October, 1896
Henry S. Burnett.....	New York.....	October, 1896
J. Horace Harding.....	Philadelphia.....	October, 1896
Marcellus Hartley.....	Philadelphia.....	October, 1896
Edward C. Hegeler.....	La Salle, Ill.....	October, 1896
Win. E. Rogers.....	New York.....	October, 1896
Wilbur F. Sanders.....	Helena, Mont.....	October, 1896
John E. Searles.....	New York.....	October, 1896
Winthrop Smith.....	Philadelphia.....	October, 1896
Charlemagne Tower, Jr.....	Philadelphia.....	October, 1896
Donald Mackay.....	New York.....	October, 1896
Silas W. Pettit.....	Philadelphia.....	October, 1896

Total number of stockholders at date of last election? 6,234.

Date of last meeting of stockholders for election of directors? October 17, 1895.

Give postoffice address of general office of receivers? 45 Wall street, New York.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, John Scott; title, comptroller; address, St. Paul, Minn.

R. R. Com.—8.

[NORTHERN PACIFIC R. R. CO.]

OFFICERS.

Title.	Name.	Location of Office.
Receivers	{ Edwin H. McHenry	St. Paul, Minn.
	{ Frank G. Bigelow	Milwaukee, Wis.
President	Brayton Ives	New York
Vice President	Donald Mackay	New York
Secretary, (corporation)	George W. Board	St. Paul, Minn.
Treasurer	C. A. Clark	New York
Assistant Treasurer	W. G. Ward	New York
Attorney, or General Counsel	C. W. Bunn	St. Paul, Minn.
Comptroller	John Scott	New York
Auditor	M. P. Martin	St. Paul, Minn.
Assistant Auditor	A. S. Morton	St. Paul, Minn.
General Manager	J. W. Kendrick	St. Paul, Minn.
Assistant General Manager	W. G. Pearce	St. Paul, Minn.
Chief Engineer	W. L. Darling	St. Paul, Minn.
General Superintendent	M. C. Kimberly	St. Paul, Minn.
Asst. General Superintendent	G. W. Dickinson	Tacoma, Wash.
	{ A. E. Law	Minneapolis, Minn.
	{ F. W. Wilsey	Duluth, Minn.
	{ F. W. Vanderslice	Winnipeg, Man.
	{ C. J. Wilson	Jamestown, N. D.
Division Superintendents	{ F. C. Potter	Glendive, Mont.
	{ J. D. Finn	Livingston, Mont.
	{ E. J. Pearson	Missoula, Mont.
	{ F. W. Gilbert	Spokane, Wash.
	{ Jas. McCabe	Tacoma, Wash.
Superintendent of Telegraph	O. C. Greene	St. Paul, Minn.
Traffic Manager	J. M. Hannaford	St. Paul, Minn.
General Freight Agent	S. L. Moore	St. Paul, Minn.
Asst. General Freight Agent	S. G. Fulton	Portland, Ore.
General Passenger Agent	Charles S. Fee	St. Paul, Minn.
Asst. General Passenger Agent	B. N. Austin	St. Paul, Minn.
General Ticket Agent	Charles S. Fee	St. Paul, Minn.
Asst. General Ticket Agent	A. L. Craig	St. Paul, Minn.
General Baggage Agent	W. H. Lowe	St. Paul, Minn.
Superintendent of Express	J. M. Hannaford	St. Paul, Minn.
Land Commissioner	William H. Phipps	St. Paul, Minn.

[NORTHERN PACIFIC R. R. CO.]

PROPERTY OPERATED—STATE OF NORTH DAKOTA.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Northern Pacific railroad.....	Minn. State Line	Mont. State Line	.....	378.83
" "	Sundry Spurs	.....	.....	9.11
N. P., Fer. & Bl'k Hills R. R.	Minn. State Line	Milnor	42.18	.....
Southeastern Dakota railroad..	Fairview	Bayne	14.84	.....
Fargo Southwestern railroad..	Fargo Junction	LaMoure	87.51	.....
N. P., LaMoure & Mo. railroad	LaMoure	Edgely	21.38	.....
S., C. & Turtle Mount. railroad	Sanborn	Cooperstown	86.75	.....
Jamestown & Northern railroad	Ja'st'n & Car'g'n.	Minnw'n & Syk'n	102.59	.....
Jamestown & Nor. Ex. R. R..	Minnewaukan	Leeds	18.08	323.23
Duluth & Manitoba railroad...	Minn. State Line	International Bdy	96.85	.....
James River Valley railroad...	Jamestown	Oakes	63.75	160.60
Total .....	.....	.....	.....	869.87

Average mileage operated during the year 859.92.

[NORTHERN PACIFIC R. R. CO.]

PROPERTY OPERATED.—CONTINUED.

Name.	Terminals,		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Northern Pacific railroad.....	Ashland	Portland	2,138.06	.....
" "	S'd'y Br'es & Sp's	.....	81.57	2,217.63
Little Falls & Dakota railroad.	Little Falls	Morris	59.28	.....
N. P., Fer. & Black Hills R. R.	Wadena Junction	Milnor	117.23	.....
Southeastern Dakota railroad..	Fairview	Bayne	14.84	.....
Fargo & Southwestern railroad	Fargo Junction	LaMoure	87.51	.....
N. P., LaMoure & Mo. R. R. R	LaMoure	Edgely	21.33	.....
S., C. & Turtle Mount. railroad	Sanborn	Cooperstown	36.75	.....
Jamestown & Northern R. R..	Ja'st'n & Car'g'n.	Minn'w'n & Syk'n	102.59	.....
Jamestown & Nor. Ex. R. R..	Minnewaukan	Leeds	18.03	.....
Duluth, Crookston & Nor. R. R	Fertile	Carthage	44.51	.....
N. P. & Manitoba railway.....	International Bdy	Winnipeg	65.94	.....
" "	Portage Junction	Portage La P.	52.52	.....
" "	Morris	Brandon	145.42	.....
Winnipeg Transfer railway....	Tracks in Win'g.	.....	1.24	.....
Rocky Fork & Cooks City R. R	Lourel	Red Lodge	45.43	.....
R. M. R. R. of Mont	Livingston	Cinnabar	52.89	.....
Helena & Jefferson Co. R. R..	Prickley Pear Jct.	Wickes	22.07	.....
Cour d' Alene Ry. & N. Co...	Mission	Burke & S. Line	52.15	.....
Spokane & Idaho railroad.....	Hauser Junction	Coeur d' Alene	14.27	.....
Clealum railroad	Clealum	Mine No. 3	5.37	.....
Green River & Northern R. R.	Palmer	Nibls's & Ka'ley	12.48	.....
Nor. Pacific & Cascade R. R ..	Cascade	Wilk'n & Carb'do	19.48	.....
Tacoma, Orting & S. E. R. R..	Orting	Puyallup River	10.92	.....
N. P. & Puget S'd. Shore R. R.	Meeker	S. & S. B. Line	44.38	.....
United railroad of Wash.....	Cent'l'a & L. V.	Ocosta & Cos's)		
" "	Aderdeen Jct.	Aberdeen	184.37	1,261.00
" "	Chehalis	South Bend		
St. Paul & Northern Pacific Ry	St. Paul	Staples & Brain'd	192.50	.....
Duluth & Manitoba railroad..	Winnipeg Jct.	International Bdy	210.12	.....
James River Valley railroad...	Jamestown	Oakes	63.75	.....

[NORTHERN PACIFIC R. R. CO.]

PROPERTY OPERATED.—CONTINUED.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Northern Pacific & Mont. R. R.	Logan & DeSmet	Butte & S. Line		
" " "	Jefferson	Calvin		
" " "	Boulder	Elkhorn		
" " "	Clough Junction	Marysville	367.38	.....
" " "	Drummond	Rumsey		
" " "	Missoula	Grantsdale		
Helena & Red Mountain R. R.	Helena	Brimini, Mont.	18.16	.....
Spokane & Palouse railway ...	M'sh'll Jct., Wash	Juli'ta & G'see, Ida	153.75	1,005.66
St. Paul Union Depot company	In St. Paul	.....	.56	.....
Great Northern Railway Co...	St. Paul	Minneapolis	12.12	.....
Minneapolis Union railway....	In Minneapolis	.....	2.60	.....
Northern Pacific Terminal Co.	In Portland, Ore.	.....	1.32	.....
Minneapolis & St. Louis Ry...	In Minneapolis	.....	1.62	18.22
Tracks owned jointly—				
N. P., St. P. & Duluth R. R..	Carlton	Duluth	22.92	.....
N. P., St. P. & S. S. Line & Co	Spurs and Term'ls	Tracks in Duluth	6.38	.....
" " "	" "	Tracks in Super'r	1.01	30.31
				4,532.82
Crossing Columbia River.....	.....	.....	.....	.96
Total mileage operated ....	.....	.....	.....	4,533.80

Average mileage operated during the year, 4,404.34.

[NORTHERN PACIFIC R. R. CO.]

PROPERTY OPERATED—CONTINUED.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Tracks owned jointly—				
N. P., St. P. & Duluth R. R..	Duluth	Carlton	.....	22.92
Spurs in Duluth, Minn.—				
N. P., St. P. & Duluth R. R..	4.76	.....
Northern Pacific railroad....
St. Paul & Duluth railroad..14	.....
C., St. P., M. & Omaha Ry..
Northern Pacific railroad....
St. Paul & Duluth railroad..	1.48	6.38
C., St. P., M. & Omaha Ry..
Duluth Transfer Railway....
Spurs in Superior, Wis.....
Northern Pacific railroad....	1.01
C., St. P., M. & Omaha Ry..
Total	30.31

[NORTHERN PACIFIC R. R. CO.]

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total amount Issued and Outstanding.
Common	490,000	\$ 100	\$ 49,000,000	\$ 49,000,000 00
Preferred	510,000	100	51,000,000	35,238,346 80
Total	1,000,000	\$ 100	\$ 100,000,000	\$ 84,238,346 80

Manner of Payment for Capital Stock.	Total Number Shares Issued.	Total Cash Realized.
Issued for Reorganization: Common	490,000	\$ 49,000,000
Preferred	510,000	51,000,000
Total	1,000,000	\$ 100,000,000

All stock is issued in consideration and in pursuance of the plan of re-organization adopted at a meeting of the holders of the first mortgage bonds of the former organization recognized and affirmed by the court in the proceedings whereby said mortgage was foreclosed.

Copy of plan of re-organization filed with report for the year ending June 30, 1888.

[NORTHERN PACIFIC R. R. CO.]
FUNDED DEBT.
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Rate Per Cent.	Interest.		
	Date of Issue.	When Due.						When Payable.	Amount Accrued During Year.	Amount Paid During Year.
General 1st mortgage.	1881	1921	\$46,943,000 00	\$46,943,000 00	\$41,541,000 00	\$44,135,280 80	6	Jan. and July.	\$2,522,730 00	\$2,545,500 00
General 2d mortgage.	1883	1923	20,000,000 00	20,000,000 00	19,216,000 00	16,485,989 76	6	April and Oct.	1,152,960 00	510 00
General 3d mortgage.	1887	1887	12,000,000 00	11,461,000 00	11,461,000 00	9,197,821 00	6	June and Dec.	687,680 00	90 00
Consolidated mortgage	1889	1889	160,000,000 00	48,887,000 00	48,887,000 00	42,186,751 62	5	June and Dec.	2,276,000 00	.....
Missouri Div. mortgage	1879	1919	2,500,000 00	2,500,000 00	1,798,000 00	2,496,738 00	6	May and Nov.	109,115 00	110,355 00
Pend d'Oreille mortgage	1879	1919	4,500,000 00	4,500,000 00	344,000 00	4,825,599 75	6	Mch. and Sep.	21,280 00	22,170 00
Div. certificate ext'd	1887	1907	4,640,821 20	4,640,821 20	519,500 00	4,640,821 20	6	Jan. and July.	31,170 00	.....
Collateral trust notes.	1888	1888	15,000,000 00	9,494,000 00	9,494,000 00	9,007,950 00	6	May and Nov.	569,640 00	538,650 00
Total:										
Mortgage bonds .....	....	....	\$250,588,821 20	\$188,911,821 20	\$128,744,500 00	\$123,422,112 13	..	.....	\$6,900,915 00	\$2,678,715 00
Miscellan's obligations	....	....	15,900,000 00	9,494,000 00	9,494,000 00	9,007,950 00	..	.....	569,640 00	538,650 00
Grand total .....	....	....	\$266,488,821 20	\$198,405,821 20	\$138,238,500 00	\$132,430,062 13	..	.....	\$7,370,555 00	\$3,217,365 00

[NORTHERN PACIFIC R. R. CO.]

FUNDED DEBT—CONTINUED.

EQUIPMENT TRUST OBLIGATIONS—GENERAL STATEMENT.

Series or Other Designation.	Date of Contract.	Term.	Number of Payments.	Equipment Covered.
Northwest Equipm't Co...	1888	10 years	One	82 Locomotives. 2630 Box Cars. 500 Coal and Dump Cars. 550 Furniture Cars. 10 Passenger Cars. 50 Refrigerator Cars. 5 Express Cars. 20 Emigrant Cars. 6 Mail and Express Cars

STATEMENT OF AMOUNT.

Series or Other Designation.	Deferred Payments—Principal.		Deferred Payments—Interest.		
	Original Amount	Amount Outstanding.	Amount Accrued During Year.	Amount Paid During Year.	Rate Per Cent.
Northwest Equipm't Co...	\$ 3,000,000 00	\$ 3,000,000 00	\$ 210,000 00	\$ 210,000 00	7

[NORTHERN PACIFIC R. R. CO.]

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest.	
			Am't Accrued During Year.	Amount Paid During Year.
Mortgage bonds.....	\$138,911,821 20	\$123,744,500 00	\$ 6,800,915 00	\$ 2,678,715 00
Miscellaneous obligations	9,491,000 00	9,491,000 00	569,640 00	553,650 00
Equipment trust obligations..	3,000,000 00	3,000,000 00	210,000 00	210,000 00
Total.....	\$151,405,821 20	\$136,238,500 00	\$ 7,580,555 00	\$ 3,442,365 00

[NORTHERN PACIFIC R. R. CO.]

RECEIVER'S CERTIFICATES.

Date Issued.	Amount Issued.	Amount Outstanding.	Amount Paid During Year — Principal.	Interest.		Rate Per Ct.
				Am't Accrued During Year.	Am't Paid During Y'r.	
October 1, 1893.....	\$ 2,027,000	\$	\$ 2,027,000			
October 31, 1894.....	2,500,000	2,500,000	.....		
December 14, 1894....	1,260,000	1,260,000	.....	\$ 294,000	\$ 294,405	6
December 31, 1894....	370,000	370,000	.....		
February 28, 1895....	770,000	770,000	.....		
Total.....	\$ 6,927,000	\$ 4,900,000	\$ 2,027,000	\$ 294,000	\$ 294,405	...

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Amount.	Current Liabilities Accrued to and Including June 30, 1898.	Amount.
Cash	\$ 4,181,804 50	Receiver's certificates	\$ 4,900,000 00
Bills receivable ..	197,880 81	Loans and bills payable	200,000 00
Due from agents and conductors.....	588,846 66	Audited vouchers and accounts.....	2,468,052 84
Due from companies and individuals	2,321,483 55	Wages and salaries	981,544 56
Net traffic balances due from other companies.....	40,160 77	Dividends not called for	7,144 00
		Matured interest coupons unpaid (including coupons due July 1st).....	18,738,035 42
Total—Cash and current assets.....	\$ 7,278,176 29	Total—Current liabilities .....	.....
Balance—Current liabilities	15,010,600 08	Balance—Cash assets .....	.....
Total.....	\$ 22,288,776 82	Total.....	\$ 22,288,776 82

Materials and supplies on hand, \$1,206,432 84.

[NORTHERN PACIFIC R. R. CO.]

RECAPITULATION.

(A. For Mileage Owned by Road Making This Report.)

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Line.	
			Miles.	Amount.
Capital stock.....	\$ 84,238,346 86	\$ 84,238,346 86	3,441 64	\$ 24,476 00
Bonds ["Grand Total"]—See note.....	129,376,500 00	129,376,500 00	3,441 64	37,592 00
Equipment trust obligations.....	3,000,000 00	3,000,000 00	3,441 64	872 00
Total.....	\$ 216,614,846 86	\$ 216,614,846 86	3,441 64	\$ 62,940 00

EXPLANATORY REMARKS.

Northern Pacific consolidated mortgage bonds issued for—
 Central Washington railway..... \$ 400,000 00
 Northern Pacific & Montana railway..... 3,462,000 00
 Deducted from Northern Pacific railroad and added to its branch lines.... \$ 3,860,000 00

RECAPITULATION.—CONTINUED.

(B. For Mileage Operated by Road Making This Report (Trackage Rights Excluded), the Operations of Which Are Included in the Income Account.

Name of Road.	Capital Stock.	Funded Debt.	Total.	Amount per Mile of Line.	
				Miles.	Amount.
Northern Pacific Railroad and branch lines owned....	\$ 84,238,346 86	\$ 132,375,500 00	\$ 216,613,846 86	3,411.64	\$ 62,940 00
James River Valley.....	1,000,000 00	983,000 00	1,983,000 00	68.75	30,792 00
Spokane & Palouse.....	1,000,000 00	1,766,000 00	2,766,000 00	153.75	17,990 00
Duluth & Manitoba.....	2,000,000 00	3,101,000 00	5,101,000 00	210.12	24,277 00
Helena & Red Mountain	400,000 00	400,000 00	800,000 00	18.16	44,053 00
Northern Pacific & Manitoba	1,875,600 00	8,849,000 00	10,724,600 00	387.38	28,184 00
Coeur d'Alene Railway & Navigation company.....	1,000,000 00	1,238,000 00	2,238,000 00	52.15	42,915 00
St. Paul & Northern Pacific Railway company.....	7,000,000 00	8,423,000 00	15,423,000 00	192.50	80,119 00
Total	\$ 98,518,946 86	\$ 157,110,500 00	\$ 255,629,446 86	4,499.45	\$ 56,813 00
Central Washington Railroad turned over to Receiver Chamberlain Nov. 1, 1895.	1,500,000 00	2,150,000 00	3,650,000 00	109.41	33,981 00

[NORTHERN PACIFIC R. R. CO.]

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures During Year.		Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
	Included in Operating Expenses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Construction: Property acquired under decree in 1875.	.....	\$ 186,728 82	\$ 67,782,794 80	\$ 67,576,065 98	.....
Right of Way	\$ 5,460 56	13 88	391,203 66	391,180 83	.....
Other Real Estate	2,500 00	104,611 19	276,062 18	380,663 37	.....
Fences	19,298 95	.....	322,701 02	322,701 02	.....
Grading and Bridge and Culvert Masonry	238,278 45	.....	21,168,904 43	21,168,904 43	.....
Bridges and Trestles	179,881 27	.....	8,946,652 07	8,946,652 07	.....
Rails	39,599 47	.....	12,063,195 01	12,063,195 01	.....
Ties	1,116 90	.....	2,231,149 42	2,231,149 42	.....
Other Superstructure	2,761 76	.....	4,222,449 70	4,222,449 70	.....
Buildings, Furniture, and Fixtures	56,560 94	.....	6,302,330 29	6,302,330 29	.....
Shop Machinery and Tools .....	.....	.....	354,926 01	354,926 01	.....
Engineering Expenses	10,216 50	240 00	2,690,326 39	2,690,566 39	.....
Interest during Construction .....	.....	.....	4,584,892 15	4,584,892 15	.....
Discount on Securities Sold for Construction .....	.....	356 90	17,570,100 16	17,569,743 26	.....

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.—CONTINUED.

STATE OF NORTH DAKOTA.

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ITEM.	Expenditures During Year.		Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
	Included in Operating Expenses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Telegraph Line	\$ 1,632 12	.....	\$ 208,594 86	\$ 298,594 36	.....
Wharfing, etc	46,775 56	.....	639,924 96	639,924 96	.....
Sidings and Yard Extensions	88,858 16	.....	1,945,562 72	1,968,562 72	.....
Terminal Facilities and Elevators	72,539 73	.....	5,270 81	5,270 81	.....
Road built by Contract, (branch lines) .....	.....	\$ 57 46	35,018,691 83	35,048,748 79	.....
Purchase of Constructed Road, one half interest St. Paul & Duluth, 22.92 miles .....	.....	.....	500,000 00	500,000 00	.....
Other Items	33,986 87	2,675 62	2,755,289 41	2,750,563 79	.....
Total Construction	\$ 780,261 26	\$ 84,866 52	\$ 190,251,950 88	\$ 190,167,084 36	\$ 55,254 79
Equipment:					
Discount on Bonds .....	.....	.....	939,858 42	939,858 42	.....
Locomotives	\$ 1,800 00	.....	6,135,421 08	6,137,221 08	.....
Passenger Cars .....	.....	.....	1,104,611 83	1,104,611 83	.....
Sleeping, Parlor, and Dining Cars .....	.....	.....	791,205 08	791,205 08	.....

[NORTHERN PACIFIC R. R. CO.]

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.—CONTINUED.

ITEM.	Expenditures During Year.		Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
	Included in Operating Expenses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Baggage, Express, and Postal Cars.....	\$ 339,073 31	\$ 339,073 31	.....
Combination Cars	91,855 00	91,855 00	.....
Freight Cars.....	8,257,240 80	8,257,280 80	.....
Other Cars of all Classes.....	810,535 26	840,535 26	.....
Trust Equipment.....	3,032,526 48	3,082,526 48	.....
Floating Equipment.....	450,453 96	450,453 96	.....
Total Equipment	\$ 1,800 00	\$ 1,800 00	\$ 21,962,829 72	\$ 21,984,629 72	\$ 6,887 83
Grand Total Cost Construction, Equipment, Etc.	\$ 83,063 52	\$ 212,234,780 60	\$ 212,151,714 08	\$ 61,642 62

[NORTHERN PACIFIC R. R. CO.]

INCOME ACCOUNT.

Gross earnings from operation	\$20,049,986 52	.....
Less operating expenses.....	12,207,406 77	.....
Income from operation		\$ 7,842,579 75
Dividends on stocks owned.....	\$ 485,500 00	.....
Interest on bonds owned	17,497 78	.....
Miscellaneous income—less expenses.....	148,055 97	.....
Income from other sources.....		\$ 651,053 70
Total income.....		\$ 3,493,633 45
Deductions from income—		
Interest on funded debt accrued.....	\$ 7,580,555 00	.....
Interest on interest-bearing current liabilities accrued, not otherwise provided for	294,000 00	.....
Rents paid for lease of road.....	1,796,907 52	.....
Taxes	509,708 22	.....
Sinking fund requirements	1,372,447 63	.....
Other deductions	122,135 48	.....
Total deductions from income.....		11,675,753 80
Deficit.....		\$ 3,182,120 35
Sinking fund investments		1,316,241 44
Deficit from operations of year ending June 30, 1896.....		1,865,878 91
Deficit on June 30, 1895.....		\$21,199 30
Deductions for Year		1,865,878 91
Deficit on June 30, 1896		2,187,078 21

[NORTHERN PACIFIC R. R. CO.]

EARNINGS FROM OPERATION.

STATE OF NORTH DAKOTA.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger—			
Passenger revenue	\$ 587,695 58		
Less payments—			
Tickets redeemed		\$ 4,709 14	
Excess fares refunded		40 02	
Other repayments		3,517 10	
Total deductions		\$ 8,326 26	
Total passenger revenue			\$ 529,369 32
Mail	133,619 56		
Express	36,061 29		
Extra baggage and storage	12,524 78		
Other items	7,552 61		190,578 24
Total passenger earnings			\$ 719,947 56
Freight—			
Freight revenue	2,553,701 67		
Less payments—			
Overcharge to shippers		14,179 50	
Total deductions		\$ 14,179 50	
Total freight revenue			\$ 2,539,522 17
Other items	1,265 00		1,265 00
Total freight earnings			\$ 2,540,787 17
Total passenger and freight earnings			3,260,734 73
Other earnings from operation—			
Switching charges	1,205 18		
Telegraph companies	7,879 92		
Other sources	7,001 33		
Total earnings			16,036 43
Total gross earnings from operation—N. Dak ..			\$ 3,276,821 16
Total gross earnings from operation—Entire line ..			\$ 20,049,986 52

[NORTHERN PACIFIC R. R. CO.]

STOCKS OWNED.

A. RAILWAY STOCKS.

Name.	Total Par Value.	Income or Dividend Received.	Valuation.
St. Paul & Northern Pacific Railway company .	\$ 7,000,000 00	\$ 350,000 00	\$ 5,267,525 37
St. Paul Union Depot company.....	50,000 00	3,000 00	50,000 00
Duluth Union Depot company.....	150,000 00	7,500 00	150,000 00
Northern Pacific Railroad company, preferred..	3,692 81	.....	3,418 38
Northern Pacific, Fergus & Black Hills Railroad company....	15,000,000 00	.....	50,000 00
Montana Union Railway company.....	425,000 00	.....	469,975 48
Northern Pacific & Montana Railroad company	50,000 00	.....	50,000 00
Coeur d'Alene Railway & Navigation company	1,000,000 00	.....	294,975 48
Minnesota Transfer Railway company.....	7,000 00	.....	7,000 00
Seattle, Lake Shore & Eastern Railway company	3,162,650 00	.....	1,742,003 71
Chicago Union Transfer Railway company....	80,000 00	.....	42,297 50
Northern Pacific Terminal company.....	51,838 76	.....	51,858 76
Chicago & Northern Pacific Railroad company.	800 00	.....	21 75
Lake Superior Terminal & Transfer Railway company	15,700 00	.....	15,700 00
Total.....	\$ 26,998,501 57	\$ 360,500	\$ 8,194,776 43

[NORTHERN PACIFIC R. R. CO.]

STOCKS OWNED.—CONTINUED.

B. OTHER STOCKS.

Name.	Total Par Value.	Income or Dividend Received.	Valuation.
Northern Pacific Coal company	\$ 600,000 00	\$.....	\$ 669,117 63
Northern Pacific Express company.....	348,000 00	125,000 00	347,497 53
Rocky Fork Coal company.....	266,150 00	.....	172,264 26
Superior Consolidated Land company.....	630,200 00	.....	630,200 00
Tacoma Land company	500,050 00	.....	250,025 00
Yellowstone Park Association	308,800 00	.....	218,485 26
Virginia Land & Townsite company.....	250,000 00	.....	11,650 00
Northern Pacific, Yakima & Kittitas Irrigation company	121,100 00	.....	121,100 00
World's Fair.....	29,999 31	.....	29,999 31
Duluth Manufacturing company.....	4,768 00	.....	4,768 00
Puget Sound & Alaska Steamship company....	600,000 00	.....	600,000 00
Total.....	\$ 3,654,067 31	\$ 125,000 00	\$ 3,055,106 99
Grand total—A. and B.....	\$30,650,568 88	\$ 485,500 00	\$ 11,249,888 42

[NORTHERN PACIFIC R. R. CO.]

BONDS OWNED.**A. RAILWAY BONDS.**

Name.	Total Par Value.	Income or Interest Received.	Valuation.
Minnesota Transfer Railway company	\$ 103,000 00	\$ 1,004 56	\$ 103,000 00
St. Paul Eastern Grand Trunk Railway Co.	10,000 00	800 00	9,595 08
Northern Pacific Railroad Co., 2d mtge. bonds.	10,000 00	800 00	8,381 25
Northern Pacific Railroad Co. 3d mtge. bonds.	44,000 00	2,840 00	44,000 00
Chicago & Northern Pacific Railroad company.	2,070,000 00	.....	1,582,000 00
Northern Pacific & Manitoba Terminal	100,000 00	5,000 00	75,000 00
Nor. Pac. railroad consolidated mtge. bonds	125,000 00	6,250 00	107,458 28
Chicago & Calumet Terminal Railway company	6,000,000 00	.....	4,200,000 00
Northern Pacific Terminal company	23,000 00	1,403 17	20,700 00
Wisconsin Central improvement bonds	230,000 00	.....	229,466 81
Total.....	\$ 8,715,000 00	\$ 17,497 73	\$ 6,380,801 42

B. OTHER BONDS.

Name.	Total Par Value.	Income or Interest Received.	Valuation.
Soldiers' additional homestead scrip	\$ 6,768 12	.....	\$ 6,768 12
Superior Consolidated Land company	20,000 00	.....	20,000 00
Total.....	\$ 26,768 12	.....	\$ 26,768 12
Grand total—A. and B.....	\$ 8,741,768 12	\$ 17,497 73	\$ 6,407,569 54

[NORTHERN PACIFIC R. R. CO.]

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.
Tracks, yards and terminals..	St. Paul and Minneapolis..	Minn. & St. L. Ry ...	\$ 52,052 80
Tracks, yards and terminals..	St. Paul and Minneapolis..	M., St. P. & S.S.M.Ry	46,687 38
Tracks, yards and terminals..	St. Paul and Minneapolis..	Mpls. & Pacific Ry...	3,791 02
Tracks, yards and terminals..	St. Paul and Minneapolis..	Chgo. Gt. West'n Ry	46,069 56
Tracks, yards and terminals..	St. Paul.....	St. P. & St. C. F. Ry.	6,768 47
Tracks, yards and terminals..	West Superior.....	C., St. P. M. & O. Ry	703 20
Tracks, yards and terminals..	West Superior.....	Eastern Ry. of Minn.	3,000 00
Tracks, yards and terminals..	Duluth.....	Duluth, M. & N. R. R.	625 00
Tracks, yards and terminals..	Duluth	Duluth & Winnipeg..	569 78
Tracks, yards and terminals..	Brainerd.....	Brain'rd & N.M.R.R.	77 90
Tracks, yards and terminals..	Billings, Mont.....	C., B. & Q. R. R.	18,084 82
Tracks, yards and terminals..	Clealum, Wash.....	Nor. Pac. Coal Co...	13,446 84
Grand total rents received..	.....	.....	\$186,826 77

[NORTHERN PACIFIC R. R. CO.]

MISCELLANEOUS INCOME.

Item.	Net Miscellaneous Income.
Rent of ground and buildings.....	\$ 30,105 97
Rental of track material....	1,060 92
Interest on cost St. Louis river bridge	12,745 74
Interest on deferred payments, townsite property.....	311 85
Yesler wharf, net earnings.....	6,177 27
Fees for stock and bond certificates	201 75
General interest.....	58,892 57
Sundry items adjusted.....	38,559 90
Total.....	\$ 148,055 97

[NORTHERN PACIFIC R. R. CO.]
OPERATING EXPENSES.

Item.	Amount.
Maintenance of Way and Structures—	
Repairs of roadway	\$ 1,417,904 50
Renewals of rails	38,731 45
Renewals of ties	296,968 82
Repairs and renewals of bridges and culverts	433,094 20
Repairs and renewals of fences, road crossings, signs and cattle guards	37,280 59
Repairs and renewals of buildings and fixtures	175,584 15
Repairs and renewals of docks and wharves	28,847 82
Repairs and renewals of telegraph	39,882 19
Stationery and printing	2,404 80
Other expenses	790,020 91
Total	\$ 3,255,499 43
Maintenance of Equipment—	
Superintendence	\$ 72,033 57
Repairs and renewals of locomotives	483,841 00
Repairs and renewals of passenger cars	238,128 11
Repairs and renewals of freight cars	788,007 33
Repairs and renewals of work cars	82,677 77
Repairs and renewals of marine equipment	1,430 67
Repairs and renewals of shop machinery and tools	51,287 02
Stationery and printing	1,525 24
Other expenses	118,631 99
Total	\$ 1,787,562 70
Conducting Transportation—	
Superintendence	\$ 256,779 48
Engine and roundhouse men	1,109,680 74
Fuel for locomotives	1,428,119 12
Water supply for locomotives	97,348 19
Oil, tallow and waste for locomotives	30,564 80
Other supplies for locomotives	14,008 40

[NORTHERN PACIFIC R. R. CO.]
 OPERATING EXPENSES.—CONTINUED.

Item.	Amount.
Conducting Transportation—Continued.	
Train service.....	\$ 758,520 67
Train supplies and expenses.....	166,276 95
Switchmen, flagmen and watchmen.....	281,530 20
Telegraph expenses.....	335,700 18
Station service.....	660,166 51
Station supplies.....	55,837 87
Switching charges—balance.....	24,642 84
Car mileage—balance.....	31,462 57
Hire of equipment.....	.....
Loss and damage.....	139,106 31
Injuries to persons.....	40,054 44
Clearing wrecks.....	11,596 66
Operating marine equipment.....	40,923 62
Advertising.....	92,893 47
Outside agencies.....	246,453 02
Commissions.....	38,501 58
Stock yards and elevators.....	590 59
Rents for tracks, yards and terminals.....	204,232 43
Rents of buildings and other property.....	4,701 69
Stationery and printing.....	41,687 68
Other expenses.....	19,758 25
Total.....	\$ 6,130,837 76
General Expenses—	
Salaries of general officers.....	\$ 250,891 56
Salaries of clerks and attendants.....	196,217 36
General office expenses and supplies.....	53,796 22
Insurance.....	130,905 04
Law expenses.....	269,449 74
Stationery and printing (general offices).....	13,299 64

[NORTHERN PACIFIC R. R. CO.]

OPERATING EXPENSES.—CONTINUED.

Item.	Amount.
General Expenses—Continued.	
Other expenses.....	\$ 98,947 32
Total	\$ 1,083,506 88
Recapitulation of Expenses—	
Maintenance of way and structures	\$ 3,255,499 43
Maintenance of equipment.....	1,787,562 70
Conducting transportation.....	6,130,837 76
General expenses	1,083,506 88
Grand total.....	\$ 12,207,406 77
Percentage of expenses to earnings—entire line, 60.88.	
Operating expenses—State of North Dakota—	
Maintenance of way and structures.....	\$ 516,041 26
Maintenance of equipment.....	314,503 15
Conducting transportation.....	953,225 84
General expenses.....	174,631 71
Total	\$ 1,958,401 96
Percentage of expenses to earnings—North Dakota, 59.77.	

[NORTHERN PACIFIC R. R. CO.]

RENTALS PAID.**A. RENTS PAID FOR LEASE OF ROAD.**

Name of Road.	Interest on Bonds Guaranteed.	Cash.	Total.
St. Paul & Northern Pacific Railway company.	\$	\$ 888,467 52	\$ 888,467 52
Northern Pacific & Manitoba Terminal.....	37,500 00	.....	.....
James River Valley railroad.....	57,730 00	.....	.....
Helena & Red Mountain railroad.....	24,000 00	.....	.....
Northern Pacific & Montana railroad.....	322,880 00	.....	.....
Coeur d' Alene railway & Northern company..	74,280 00	.....	.....
Central Washington railroad.....	105,000 00	.....	.....
Duluth & Manitoba railroad.....	186,080 00	.....	.....
Spokane & Palouse railway.....	105,980 00	.....	913,440 00
Total rents—A.....	.....	.....	\$ 1,796,907 52

[NORTHERN PACIFIC R. R. CO.]

RENTALS PAID.—CONTINUED.

B. RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks....	St. P. & Minneapolis.	Great Northern railway..	\$ 30,678 56	\$'
	Minneapolis	Minn. Union railway.....	25,125.33	.....
	West Superior	C., St. P., Minn. & O. Ry	998 49	.....
	Dakota	Fargo & Southwestern Ry	3,060 00	.....
	Montana	Montana Union railway..	4,565 27	.....
Total ...	.....	.....	.....	64,427 65
Yards and terminals.	Duluth	Duluth Union Depot Co..	\$ 11,974 68	.....
	St. Paul	St. Paul Union Depot Co.	11,268 99	.....
	Minneapolis	M'p'lis. Union Depot Co.	13,442 64	.....
	Minn. Transfer, Minn	M'p'lis. Transfer railway.	33,549 25	.....
	Connors Point, Minn	C., S. P., Minn. & O. Ry.	851 94	.....
	Ashland, Wis.....	Wisconsin Central Co....	9,544 23	.....
	West Superior, Wis..	L. S. T. & T. Ry. Co.....	13,720 30	.....
	Portland, Ore.....	Nor. Pac. Terminal Co...	102,565 58	.....
	Spokane, Wash.....	Oregon Ry. & Nor. Co...	899 68	.....
	Winnipeg, Man.....	W'peg. Trans. Ry (credit)	1,080 11	.....
	Less received for sun-dry yard bills.....	.....	\$ 197,046 18	.....
Total ...	.....	.....	57,241 40	139,804 78
G'nd total rents—B	.....	.....	.....	\$ 204,282 48

EXPLANATORY REMARKS.

The amount shown under "Interest on Bonds Guaranteed," will not in all cases agree with the "Income from Lease of Road" reported by these companies, for the reason that the items opposite represent only interest on the bonds of the several companies which the Northern Pacific Railroad company does not own. The bonds it does own are covered by consolidated mortgage bonds, the interest on which is embraced in the "Interest on Funded Debt" of the Northern Pacific Railroad company.

[NORTHERN PACIFIC R. R. CO.]

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1895.		Assets.	June 30, 1896.		Year ending June 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$ 190,251,950 88	Cost of road.....	\$	\$ 190,167,084 86	\$	\$ 84,866 52
	21,982,829 72	Cost of equipment.....	..	21,984,629 72	1,800 00	.....
	11,191,497 38	Stocks owned.....	..	11,249,888 42	68,388 04	.....
	6,392,089 54	Bonds owned.....	..	6,407,369 54	15,300 00	.....
	185,535 54	Other investments.....	..	177,638 34	.....	7,902 20
	.....	Preferred stock.....	..	28,600 00	28,600 00	.....
	806,998 04	Branch roads, contingent assets in excess of con- tingent liabilities ..	..	806,998 75	.....	51 81
	.....	Lands owned, about 40,000.0 0 acres ..	..	.....	.....	.....
	11,059 04	Cash in hands of trustees, (land) ..	..	11,059 04	.....	.....
	401,715 71	Cash in hands of trustees, sinking fund ..	..	424,562 67	22,846 96	.....
	1,298,374 76	Sinking funds accrued, but not paid trustees.....	..	1,840,914 70	544,089 94	.....
	4,280,488 86	Deferred payments on land sales .....	..	8,661,218 82	.....	619,220 04
	5,243,716 87	Cash and current assets.....	..	7,279,176 29	2,035,459 42	.....
	.....	Other assets—	..	.....	.....	.....
	828,345 22	Materials and supplies.....	1,206,452 84	1,206,452 84	380,107 12	.....
	2,722,737 18	Advances to subsidiary lines.....	2,720,940 44	1,816 74

COMPARATIVE GENERAL BALANCE SHEET.—CONTINUED.

STATE OF NORTH DAKOTA.

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June 30, 1895.		Assets.	June 30, 1896.		Year ending June 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$	\$	Trustees and receivers, branch roads	\$	\$ 157,182 60	\$ 157,182 60	\$
.....	.....	Advances account land receipts, Minnesota and Dakota division .....	.....	170,000 00	170,000 00	.....
.....	821,199 30	Profit and loss .....	.....	2,187,078 21	1,885,878 91	.....
\$	\$ 245,904,978 06	Grand total	\$	\$ 250,478 722 24	\$ 4,578,744 18	\$

[NORTHERN PACIFIC R. R. CO.]
COMPARATIVE GENERAL BALANCE SHEET.—CONTINUED.

June 30, 1885.		Liabilities.	June 30, 1896.		Year ending June 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$ 84,250,146 88	\$ 84,250,146 88	Capital stock	\$	\$ 84,288,946 88	\$	\$ 11,800 00
186,978,000 00	186,978,000 00	Funded debt .....	.....	186,288,500 00	.....	794,500 00
17,599,055 78	17,599,055 78	Current liabilities .....	.....	22,288,776 82	4,790,720 59	.....
655,876 87	655,876 87	Accrued interest on funded debt, not yet payable....	.....	870,576 87	14,700 00	.....
398,482 17	398,482 17	Rent and taxes accrued, but not due .....	.....	467,985 45	99,503 28	.....
1,604,510 00	1,604,510 00	Guarantee to branch roads, interest .....	.....	2,274,600 00	670,090 00	.....
547,154 46	547,154 46	Suspense account .....	.....	642,641 43	95,486 97	.....
1,296,874 76	1,296,874 76	Sinking funds accrued, not paid .....	.....	1,840,914 70	544,039 94	.....
357,687 10	357,687 10	Equipment renewal fund .....	.....	384,902 59	.....	22,784 51
2,282,190 81	2,282,190 81	Deferred payments on land sales, applicable to sinking fund when collected .....	.....	1,400,628 23	.....	801,562 09
\$	\$	Grand total	\$	\$ 250,478,722 94	\$ 4,573,744 18	\$
\$ 245,904,978 06	\$ 245,904,978 06					

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage Per Mile of Line.	Security.
	From	To	Miles.		
Missouri division, 1st mtge. bonds.....	Missouri river	Yellowstone R'r.	208	\$12,195 12	Road, appurtenances and land pertaining to said division.
Pend d' Oreille division, 1st mtge. b'ds	Snake river	L. Pend d' Oreille	225	20,000 00	Road, appurtenances and land pertaining to said division.
General first mortgage bonds	Ashland	Wallula & Port'd	See note	25,000 00	Entire main line and appurtenances, equipment, lands, franchises and all property now held or hereafter acquired, subject to rights of preferred stock holders in the lands in Minnesota and Dakota, east of the Missouri river subject also to the two mortgages above mentioned.
General second mortgage bonds { General third mortgage bonds	Same	Same	.....	.....	Same terms as general first mortgage, including a lien upon the income and earnings and profits of the company subject to prior liens above mentioned.
Consolidated mortgage bonds.....	Same	Same	.....	.....	All property rights and franchises of the company now owned or hereafter acquired, subject to prior mortgages.
Northwest Equipment company.....	.....	.....	.....	.....	Equipment previously described.
Collateral trust notes .....	.....	.....	.....	.....	Sundry stocks and bonds.
Dividend scrip extended .....	.....	.....	.....	.....	Not secured. Can be exchanged for third mortgage bonds.

[NORTHERN PACIFIC R. R. CO.]

EXPLANATORY REMARKS.

General first mortgage bonds were issued at the rate of \$25,000 per mile on 2,136.28 miles—\$53,424,000—of which \$6,841,000 was held in escrow, there being a corresponding amount of Missouri division and Pend d' Oreille division bonds outstanding at date of general first mortgage, Jan. 1, 1891.

When Missouri division and Pend d' Oreille division bonds are retired with proceeds of land sales or through the operation of their sinking funds, a corresponding amount of the general first mortgage bonds held in escrow are also to be retired.

The entire mileage bonded by the general first mortgage is 2,136.98 miles, but according to the terms of the mortgage the entire property of the company is covered by them.

Consolidated mortgage bonds can be issued only as follows:

To retire first, second and third mortgage bonds.....	\$ 75,000,000 00
To retire branch road bonds.....	26,000,000 00
For improvements and betterments and enlargement of terminals	20,000,000 00
For additional roads and extensions.....	20,000,000 00
For premium on bonds exchanged.....	10,000,000 00
For other purposes as the board may direct	9,000,000 00
Total	\$ 160,000,000 00

[NORTHERN PACIFIC R. R. CO.]

EMPLOYES AND SALARIES.

STATE OF NORTH DAKOTA.

Class.	Number.	Total Number of Days Worked.	Total Yearly com- pensation.	Average Daily com- pensation.
General officers	2	558	\$ 26,924 42	\$ 48 25
Other officers	5	1,661	14,276 32	8 59
General office clerks	16	5,908	14,957 60	2 53
Station agents	71	25,660	47,487 49	1 85
Other station men	72	26,067	39,724 56	1 52
Enginemen	66	23,700	94,757 38	3 99
Firemen	66	23,700	51,828 69	2 16
Conductors	54	19,661	60,034 63	3 05
Other trainmen	106	38,184	76,327 58	1 99
Machinists	34	10,608	25,089 38	2 36
Carpenters	46	14,295	26,811 83	1 87
Other shopmen	120	37,513	78,678 73	2 09
Section foremen	132	47,730	72,666 62	1 52
Other trackmen	363	113,065	144,948 53	1 28
Switchmen, flagmen and watchmen	45	16,304	36,339 59	2 22
Telegraph operators and dispatchers	33	11,950	36,060 16	2 18
Employees—account floating equipment .....	.....	.....	.....	.....
All other employes and laborers	188	58,752	116,827 37	1 98
Total (including "general officers"), North Dakota	1,419	475,311	\$ 953,240 38	\$ 2 01
Less "general officers"	2	558	26,924 42	48 25
Total (excluding "general officers"), North Dakota	1,417	474,753	\$ 926,316 46	\$ 1 95

[NORTHERN PACIFIC R. R. CO.]

EMPLOYES AND SALARIES.—CONTINUED.

STATE OF NORTH DAKOTA.

Class.	Number.	Total Number of Days Worked.	Total Yearly com- pensation.	Average Daily com- pensation.
Distribution of above—				
General administration.....	52	18,254	\$ 80,020 35	\$ 4 38
Maintenance of way and structures.....	654	206,677	802,281 85	1 46
Maintenance of equipment.....	189	61,611	132,284 62	2 14
Conducting transportation.....	524	188,789	438,654 06	2 32
Total (including "general officers"), North Dakota	1,419	475,311	\$ 953,240 88	\$ 2 01
Less "general officers".....	2	558	26,924 42	48 25
Total (excluding "general officers"), North Dakota.....	1,417	474,753	\$ 926,316 46	\$ 1 95
Total (including "general officers"), entire line.....	10,565	3,522,106	7,526,009 28	2 13

[NORTHERN PACIFIC R. R. CO]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—
STATE OF NORTH DAKOTA.

Item.	Column for Ton- nage, Number Pas- sengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue	307,636	\$
Number of passengers carried one mile	21,043,619	.....
Number of passengers carried one mile per mile of road	24,472	.....
Average distance carried	(68.04 miles)	.....
Total passenger revenue		529,369 32
Average amount received from each passenger		1 72.076
Average receipts per passenger per mile		02.515
Total passenger earnings		719,947 56
Passenger earnings per mile of road	(859.92 miles)	837 23
Passenger earnings per train mile, actual	505,463	1 42.433
Freight traffic—		
Number of tons carried of freight earning revenue	1,414,308	.....
Number of tons carried one mile	216,436,161	.....
Number of tons carried one mile per mile of road	251,693	.....
Average distance haul of one ton	(153.03 miles)	.....
Total freight revenue		2,539,522 17
Average amount received for each ton of freight		1 79.559
Average receipts per ton per mile		01.173
Total freight earnings		2,540,787 17
Freight earnings per mile of road	(859.92 miles)	2,954 68
Freight earnings per train mile, actual	1,303,632	1 94.901
Passenger and freight—		
Passenger and freight revenue		3,068,891 49
Passenger and freight revenue per mile of road	(859.92 miles)	3,568 81
Passenger and freight earnings		3,280,734 73
Passenger and freight earnings per mile of road	(859.92 miles)	3,791 90
Gross earnings from operation		3,276,821 16
Gross earnings from operation per mile of road	(859.92 miles)	3,810 61
Gross earnings from operation per train mile	1,809,095	1 81.130
Operating expenses		1,958,401 96

[NORTHERN PACIFIC R. R. CO.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—
STATE OF NORTH DAKOTA.—CONTINUED.

Item.	Column for Ton- nage, Number Pas- sengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Operating expenses per mile of road	(859.92 miles)	\$ 2,277 42
Operating expenses per train mile.	1,809,095	1 06.253
Income from operation		1,318,419 20
Income from operation per mile of road	(859.92 miles)	1,533 19
Train mileage—		
Miles run by passenger trains.	464,405	
Miles run by freight trains	1,190,459	
Miles run by mixed trains	164,231	
Total mileage trains earning revenue	1,809,095	
Miles run by construction and other trains.	49,268	
Grand total train mileage.....	1,858,363	
Mileage of loaded freight cars—east.	12,288,924	
Mileage of loaded freight cars—west	9,204,718	
Mileage of empty freight cars—east.	2,301,403	
Mileage of empty freight cars—west	5,784,230	
Average number of freight cars in train.....	22.652	
Average number of loaded cars in train	16.487	
Average number of empty cars in train.....	6.164	
Average number of tons of freight in train.....	166.025	
Average number of tons of freight in each loaded car...	10.070	

[NORTHERN PACIFIC R. R. CO.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.--
ENTIRE LINE. .

Item.	Column for Ton- age, Number Pas- sengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	1,417,482	\$
Number of passengers carried one mile.....	185,236,417	.....
Number of passengers carried one mile per mile of road.....	30,705	.....
Average distance carried	95.04	.....
Total passenger revenue.....		3,680,102 80
Average amount received from each passenger		2 59.622
Average receipts per passenger per mile.....		02.721
Total passenger earnings.....		4,638,642 14
Passenger earnings per mile of road.....	(4,404.34 miles)	1,057 74
Passenger earnings per train mile, actual.....	3,479,013	1 38.907
Freight traffic—		
Number of tons carried of freight earning revenue.....	4,287,524	.....
Number of tons carried one mile.....	1,316,968,350	.....
Number of tons carried one mile per mile of road.....	299,013	.....
Average distance haul of one ton.....	307.01	.....
Total freight revenue.....		14,951,213 50
Average amount received for each ton of freight		3 48.714
Average receipts per ton per mile		01.185
Total freight earnings.....		14,966,473 86
Freight earnings per mile of road.....	(4,404.34 miles)	3,398 12
Freight earnings per train mile, actual	6,805,854	2 19.922
Passenger and freight—		
Passenger and freight revenue.....		18,681,316 30
Passenger and freight revenue per mile of road.....	(4,404.34 miles)	4,230 21
Passenger and freight earnings.....		19,625,116 00
Passenger and freight earnings per mile of road.....	(4,404.34 miles)	4,445 86
Gross earnings from operation.....		20,049,966 52
Gross earnings from operation per mile of road.....	(4,404.34 miles)	4,552 32
Gross earnings from operation per train mile	10,234,367	1 94.956

[NORTHERN PACIFIC R. R. CO.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—
ENTIRE LINE.—CONTINUED.

Item.	Column for Ton- age, Number Pas- sengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Operating expenses .....	.....	12,207,466 77
Operating expenses per mile of road	(4,404 34 miles)	2,771 67
Operating expenses per train mile	10,284,867	1 18.69
Income from operation .....	.....	7,842,579 75
Income from operation per mile of road	(4,404.34 miles)	1,780 65
Train mileage—		
Miles run by passenger trains	3,258,752	.....
Miles run by freight trains	6,363,464	.....
Miles run by mixed trains	662,151	.....
Total mileage trains earning revenue	10,284,867	.....
Miles run by construction and other trains	504,128	.....
Grand total train mileage	10,788,495	.....
Mileage of loaded freight cars—north or west	51,432,564	.....
Mileage of loaded freight cars—south or east	71,909,890	.....
Mileage of empty freight cars—north or west	33,442,681	.....
Mileage of empty freight cars—south or east	12,980,785	.....
Average number of freight cars in train	24.94	.....
Average number of loaded cars in train	18 12	.....
Average number of empty cars in train	6.82	.....
Average number of tons of freight in train	193.52	.....
Average number of tons of freight in each loaded car	10.68	.....

[NORTHERN PACIFIC R. R. CO.]

FREIGHT TRAFFIC MOVEMENT.

STATE OF NORTH DAKOTA.

[Company's Material Excluded.]

Commodity.	Freight Originating on This Road.	Freight Re- ceived from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
	Whole tons	Whole tons	Whole tons	Per Cent.
Products of agriculture—				
Grain	685,069	1,192	687,061	47.90
Flour	28,875	847	29,221	2.04
Other mill products	5,412	83	5,495	.38
Hay	1,514	.....	1,514	.11
Tobacco .....	.....	.....	.....	.....
Cotton .....	.....	.....	.....	.....
Fruit and vegetables....	9,901	13	9,914	.69
Hops	463	.....	463	.03
Products of animals—				
Live stock	99,309	111	99,420	6.94
Dressed meats	299	1	300	.02
Other packing house products	883	1	884	.06
Poultry, game and fish	5,505	.....	5,505	.38
Wool	4,499	36	4,535	.32
Hides and leather....	1,901	52	1,953	.14
Products of mines—				
Anthracite coal	41,051	48	41,099	2.88
Bituminous coal	32,471	.....	32,471	2.26
Coke	1,049	.....	1,049	.07
Ores	28,693	.....	28,693	2.00
Stone, sand and other like articles	19,171	7	19,178	1.34
Products of forest—				
Lumber	155,550	.....	155,550	10.84
Other forest products	91,862	.....	91,862	6.40
Manufactures—				
Petroleum and other oils	18,265	.....	18,265	.94

[NORTHERN PACIFIC R. R. CO.]

FREIGHT TRAFFIC MOVEMENT.—CONTINUED.

STATE OF NORTH DAKOTA.

[Company's Material Excluded.]

Commodity.	Freight Originating on This Road.	Freight Re- ceived from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
	Whole tons	Whole tons	Whole tons	Per Cent.
Manufactures—Continued.				
Sugar	2,145	21	2,166	.16
Naval stores .....	.....	.....	.....	.....
Iron, pig and bloom	1,794	.....	1,794	.12
Iron and steel rails	778	.....	778	.05
Other castings and machinery	18,629	7	18,636	1.30
Bar and sheet metal	1,588	.....	1,588	.11
Cement, brick and lime	9,816	18	9,834	.65
Agricultural implements	8,040	188	8,228	.57
Wagons, carriages, tools, etc.	3,008	12	3,020	.21
Wines, liquors and beers	8,989	3	8,992	.63
Household goods and furniture	5,780	311	6,091	.42
Miscellaneous—				
Other commodities not mentioned above	143,669	580	144,249	10.06
Total tonnage—North Dakota	1,480,477	3,831	1,484,308	100.00
Total tonnage—entire line	3,849,872	437,652	4,287,524	.....

[NORTHERN PACIFIC R. R. CO.]
DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment fitted with Train Brake.		Equipment Fitted with Automatic Coupler.		
			Number.	Name.	Number.	Name.	
Locomotives—owned and leased—							
Passenger	2	129	129	Westinghouse	.....	.....
Freight.....	2	418	418	Westinghouse	.....	.....
Switching .....	.....	79	66	Westinghouse	.....	.....
Total locomotives in service	4	626	613	.....	.....	.....
Less locomotives leased.....	.....	82	82	.....	.....	.....
Total locomotives owned	4	544	531	.....	.....	.....
Cars—owned and leased—							
In passenger service—							
First-class cars.....	1	78	78	Westinghouse	78 | 25 78 | 53	..... Miller Cowell
Second-class.....	.....	60	60	Westinghouse	60	..... Miller
Combination cars.....	.....	27	27	Westinghouse	18½	..... Miller
Emigrant cars	1	58	58	Westinghouse	58	..... Miller
Dining cars.....	.....	26	26	Westinghouse	14 | 26 12 | 12	..... Miller Cowell

[NORTHERN PACIFIC R. R. CO.]
DESCRIPTION OF EQUIPMENT.—CONTINUED.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Sleeping cars .....	.....	50	50	Westinghouse	50 } 49 4	Miller Cowell
Baggage, express and postal cars	1	123	123	Westinghouse	123	Miller
Other cars in passenger service .....	.....	7	7	Westinghouse	7	Miller
Total	3	429	429	.....	420 1/4	.....
In freight service—						
Box cars	120	10,529	9,246	Westinghouse	4,370	..... See note 1
Flat cars	121	3,673	1,982	Westinghouse	1,463	..... See note 2
Stock cars	32	914	904	Westinghouse	248	..... See note 3
Coal cars	15	2,453	1,812	Westinghouse	984	..... See note 4
Tank cars .....	.....	7	6	Westinghouse	.....	.....
Refrigerator cars .....	.....	289	289	Westinghouse	179	..... See note 5
Other cars in freight service	13	232	30	Westinghouse	15 } 1 14	..... Drexel Miller
Total	61	18,077	14,129	.....	7239	.....

[NORTHERN PACIFIC R. R. CO.]
DESCRIPTION OF EQUIPMENT.—CONTINUED.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.							
			Number.	Name.	Number.	Name.						
In company's service—												
Officers' and pay cars.....	.....	9	9	Westinghouse	9	..... Miller				
Gravel cars.....	.....	2	.....	.....	.....	.....		
Derrick cars.....	.....	10	.....	.....	.....	.....		
Caboose cars.....	.....	313	301	Westinghouse	.....	.....				
Other road cars.....	11	1,699	13	Westinghouse	5	..... Miller					
Total.....	11	2,093	823	.....	14	.....					
Total cars in service.....	53	20,539	14,881	.....	7,678½	.....					
Less cars leased.....	.....	3,771	3,571	.....	796	.....					
Cars contributed to fast freight.....	.....	16,768	11,310	.....	6,987½	.....					
Note—	Jannev. 1 1,762 2 2 610 5 5 120 5 128	Gould. 909 1,243 235 40 213 9 28	American. 1,243 235 40 213 9 28	Drexel. 388 38 1 70 10	Chicago. 128 38 1 4	California. 4	Pooley. 2	Buckeye. 2	Fox. 1	Trojan. 1	Standard. 1	Total. 4,370 1,463 248 964 10 179

Note—	Jannev.	Gould.	American.	Drexel.	Chicago.	California.	Pooley.	Buckeye.	Fox.	Trojan.	Standard.	Total.
1	1,782	909	1,243	888	128	4	2	2	1	1	.....	4,370
2	610	580	235	38	.....	.....	.....	.....	.....	.....	.....	1,463
3	5	4	40	1	198	.....	.....	.....	.....	.....	.....	243
4	551	120	213	70	.....	.....	.....	.....	.....	.....	.....	964
5	123	9	28	10	.....	.....	.....	1	.....	.....	10	179

[NORTHERN PACIFIC R. R. CO.]

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	2,186.06	81.57	1,261.00	.....	1,005.86	48.53	4,532.82	8.67	182.71	4,350.11
Miles of second track.....	21.25	1.44	.....	.....	16.20	13.56	52.43	.....	.....	38.89
Miles of third track.....	.....	.....	.....	.....	.....	7.70	7.70	.....	.....	.....
Miles of fourth track.....	.....	.....	.....	.....	.....	7.70	7.70	.....	.....	.....
Miles of yard track and sidings	420.78	26.53	121.55	.....	157.59	.....	736.45	.....	223.34	502.91
Total mileage operated (all tracks).....	2,578.09	109.54	1,382.55	.....	1,179.45	77.53	5,827.15	8.67	406.25	4,842.14

[NORTHERN PACIFIC R. R. CO.]
MILEAGE.—CONTINUED.
B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACKS).

State or Territory.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Wisconsin	78.23	18.43	.....	.....	.....	1.01	97.67	.....	.86	46.30
Minnesota	237.10	12.18	208.84	.....	305.77	46.20	810.09	2.98	48.64	715.25
North Dakota	376.93	9.11	323.23	.....	160.60	.....	869.87	.....	60.29	809.58
Manitoba .....	.....	.....	285.12	.....	.....	.....	285.12	.....	.....	285.88
Montana	783.08	21.02	120.39	.....	385.54	.....	1,310.03	5.71	44.53	1,265.51
Idaho	84.06	3.00	64.42	.....	42.26	.....	195.73	.....	12.84	182.89
Washington	538.00	16.81	277.00	.....	111.50	.....	943.31	.....	15.80	927.51
Oregon	38.66	1.02	.....	.....	.....	1.32	41.00	.....	.26	39.42
Total mileage operated (single track)	2,193.06	81.57	1,231.00	.....	1,006.66	46.53	4,532.82	8.67	182.71	4,800.84

[NORTHERN PACIFIC R. R. CO.]

MILEAGE.—CONTINUED.

C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	Line Represented by Capital Stock.		Total Mileage Owned.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Wisconsin	78.23	13.43	96.66	.....	.96	96.30
Minnesota	237.10	12.18	249.28	.....	4.29	244.99
North Dakota	376.98	9.11	386.94	.....	.....	386.04
Montana	733.08	21.02	804.10	.....	.....	804.10
Idaho	84.06	3.00	87.06	.....	.....	87.06
Washington	538.00	16.81	554.81	.....	7.90	546.01
Oregon	38.66	1.02	39.68	.....	.28	39.42
Total mileage owned (single track)	2,186.06	81.57	2,217.63	.....	12.81	2,204.82

[NORTHERN PACIFIC R. R. CO.]
MILEAGE—STATE OF NORTH DAKOTA.
A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Contract, Etc.	Total Mileage Operated.	Rails.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Miles of single track.....	376.68	9.11	323.23	160.60	869.87	67.29	806.58
Miles of second track	4.58	.....	.....	.....	4.58	.....	4.58
Miles of third track.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track .....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track and sidings.....	54.41	.....	27.48	14.27	96.14	64.34	31.80
Total Mileage operated (all tracks) ..	435.92	9.11	350.69	174.87	970.59	124.63	845.96

[NORTHERN PACIFIC R. R. CO.]
RENEWALS OF RAILS AND TIES—STATE OF NORTH DAKOTA.

New Rails Laid During Year.				New Ties Laid During Year.		
Kind.	Tons.	Weight Per Yard.	Average Price Per Ton at Distributing Point.	Kind.	Number.	Average Price at Distributing Point.
Steel	2,754.0661	66	\$ 23 58	Oak	88,874	00 39½
Steel .....	.1579	56	27 28	Tamarac	161,055	00 20
				Pine	262	00 41
Total steel	2,755.0200		\$ 23 58	Total	245,181	00 25½

[NORTHERN PACIFIC R. R. CO.]
CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives,	Coal--Tons.		Wood--Cords.		Total Fuel Consumed--Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	20,280	49	442	20,514	520,544	78.82
Freight	74,694	149	1,941	75,463	1,482,910	108.16
Switching	6,118	48	390	6,837	287,912	47.31
Construction	2,510	5	41	2,534	65,781	77.04
Total	103,577	246	2,214	104,848	2,317,147	90.50
Average cost at distributing point.....	2.59	2.07	2.07	.....	.....	..

[NORTHERN PACIFIC R. R. CO.]

ACCIDENTS TO PERSONS.

STATE OF NORTH DAKOTA.

Kind of Accident.	Employees.							
	Trainmen.		Switchmen, flagmen, Watchm'n.		Other Employ's.		Total.	
	Killed.	Inj'red.	Killed.	Inj'red.	Killed.	Inj'red.	Killed.	Inj'red.
Coupling and uncoupling...	7	.....	1	.....	1	.....
Collisions.....	1	.....		.....		.....
Other train accidents.....	1	.....		.....	1	.....
Other causes.....	3	.....	1	.....	1	.....
Total.....	12	.....	2	.....	3	.....	1

Kind of Accident.	Others.					
	Trespassing.		Not trespassing.		Total.	
	Killed.	Inj'red.	Killed.	Inj'red.	Killed.	Inj'red.
At highway crossings.....	.....	.....	1	1	1	
At stations.....	.....	2	.....	1	.....
Other causes.....	2	1	.....	.....	2	
Total.....	2	3	1	2	3	

NOTE—The following is a brief description of cases reported under "Other Train Accidents" and "Other Causes:"

[NORTHERN PACIFIC R. R. CO.]

ACCIDENTS TO PERSONS—CONTINUED.

STATE OF NORTH DAKOTA.

EMPLOYEES.

OTHER TRAIN ACCIDENTS—INJURED.

Train broke in two	1
Train broke in two	1
Total	2

OTHER CAUSES—INJURED.

Getting off rapidly moving train.....	1
Post fell from car and struck him	1
Sudden stopping of train.....	1
Walked into a switch stand	1
Accidentally struck by coupling hose.....	1
Total.....	5

OTHERS.

OTHER CAUSES—TRESPASSING—KILLED.

On track—struck by engine.....	1
Attempting to get on a moving train	1
Total....	2

NORTH DAKOTA—INJURED.

Walking on track and was struck by train.....	1
---	---

[NORTHERN PACIFIC R. R. CO]

CHARACTERISTICS OF ROAD.—STATE OF NORTH
DAKOTA.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Bridges—							
Stone							
Iron	1	1,448	....	1,448	....	1,448	....
Wooden	17	1,528	....	44	....	220	....
Combination	4	689	....	150	....	200	....
Total.....	22	3,655	....			
Trestles	431	88,200	....	12	....	2,181	....

Gauge of track, 4 feet, 8½ inches; 869.87 miles.

[NORTHERN PACIFIC R. R. CO.]

TELEGRAPH.

(A. Owned by Company Making This Report.)

Miles of Line.	Miles of Wire.	Operated by This Company.		Operated by Another Company.		
		Miles of Line.	Miles of Wire.	Miles of Line.	Miles of Wire.	Name of Operating Company.
841.78	274.56	.....	274.56	.....	.....	Owned and jointly operated by W. U. Tel. Co. and N. P. R. R.
	616.94	.....	616.94	.....	.....	Owned jointly with W. U. Tel. Co. and operated by N. P. R. R.
	622.69	.....	.....	.....	622.69	Owned jointly with W. U. Tel. Co. and operated by W. U. Tel. Co.
	849.90	.....	849.90	.....	.....	Owned and operated by N. P. R. R.
Total...	2,384.09	.....	1,741.40	.....	.....	.....

(B. Owned by Another Company, but Located on Property of Road Making this Report.)

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
.....	800.90	Western Union Telegraph Co.....	Western Union Telegraph Co....

CAR MILEAGE.

No agreement with fast freight lines. The customary rate for mileage of foreign cars on this line is paid without distinction.

OATH.

STATE OF MINNESOTA, }
COUNTY OF RAMSEY. } ss.

We, the undersigned, Edwin H. McHenry, receiver, and M. P. Martin, auditor, of the Northern Pacific Railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

EDWIN H. MCHENRY, Receiver.

M. P. MARTIN, Auditor.

Subscribed and sworn to before me this 23rd day of November, 1896.

JOHN G. DRESEN,
Notary Public, Ramsey county, Minnesota.

ANNUAL REPORT

OF THE

GREAT NORTHERN RAILWAY COMPANY

TO THE

COMMISSIONERS OF RAILROADS OF THE STATE OF NORTH DAKOTA
FOR THE YEAR ENDING JUNE 30, 1896.

HISTORY.

Name of common carrier making this report? Great Northern Railway company.

Date of organization? March 1, 1859.

Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota; acts of March 1, 1856, February 23, 1857, February 23, 1865, March 5, 1869, March 6, 1869, March 2, 1870, March 11, 1879, March 7, 1881, March 10, 1885.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
James J. Hill	St. Paul, Minn.	October 16, 1896
W. P. Clough	St. Paul, Minn.	October 16, 1896
Samuel Hill	Minneapolis, Minn.	October 16, 1896
J. Kennedy Tod	New York	October 11, 1897
Edward Sawyer	St. Paul, Minn.	October 11, 1897
M. D. Grover	St. Paul, Minn.	October 11, 1897
Sir Donald A. Smith	Montreal, Canada	October 10, 1898
Jacob H. Schiff	New York	October 10, 1898
Henry W. Carmon	New York	October 10, 1898

Total number of stockholders at date of last election? 330.

Date of last meeting of stockholders for election of directors? October 10, 1895.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, R. I. Farrington; title, comptroller; address, St. Paul, Minn.

[GREAT NORTHERN R. R. CO.]

OFFICERS.

Title.	Name.	Location of Office.
President	James J. Hill	St. Paul, Minn.
First Vice President	W. P. Clough	St. Paul, Minn.
Second Vice President	W. W. Finley	St. Paul, Minn.
Secretary and Asst. Treasurer...	E. T. Nichols	New York.
Treasurer and Asst. Secretary...	E. Sawyer	St. Paul, Minn.
General Solicitor	N. D. Grover	St. Paul, Minn.
	C. Wellington	St. Paul, Minn.
	W. E. Dodge	Minneapolis, Minn.
Attorney, or General Counsel...	A. J. Shores	Great Falls, Mont.
	Burke, Shepherd & McIlvra	Seattle, Wash.
	W. H. Thompson	Seattle, Wash.
Comptroller	Robert J. Farrington	St. Paul, Minn.
Chief Engineer	John F. Stevens	St. Paul, Minn.
General Superintendent	J. M. Burr	St. Paul, Minn.
Asst. General Superintendent, Eastern District	O. O. Winter	St. Paul, Minn.
Asst. General Superintendent, Western District	R. Harding	Spokane, Wash.
	J. G. Taylor	Minneapolis, Minn.
	F. H. Britton	Melrose, Minn.
	F. L. Corwin	Willmar, Minn.
Division Superintendents	C. H. Jenks	Grand Forks.
	F. E. Adams	Grand Forks.
	P. Ryan	Kalispell, Mont.
	V. A. Riton	Leavenworth, Wash.
Superintendent of Telegraph....	C. P. Adams	St. Paul, Minn.
Traffic Manager	H. L. Shute	St. Paul, Minn.
General Freight Agent	George O. Somers	St. Paul, Minn.
Asst. General Freight Agent ...	W. H. Hill	St. Paul, Minn.
General Passenger Agent	F. I. Whitney	St. Paul, Minn.
Asst. General Passenger Agent.	D. Davies	St. Paul, Minn.
General Ticket Agent	F. I. Whitney	St. Paul, Minn.
Asst. General Ticket Agent	D. Davies	St. Paul, Minn.
General Baggage Agent	S. A. Smart	St. Paul, Minn.
Asst. Land Commissioner	C. H. Babcock	St. Paul, Minn.

[GREAT NORTHERN R. R. CO.]

PROPERTY OPERATED—STATE OF NORTH DAKOTA.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Line operated under lease for specified sum—				
St. P., M. & M. Railway.....	Minn. State Line.	Ellendale, N. D..	95.14	.....
" " " "	Rutland, N. D. . .	S. D. State Line.	10.45	.....
" " " "	Minn. State Line.	Gd. Forks, N. D.	75.35	.....
" " " "	Gd. Forks, N. D.	Boundary Line..	80.94	.....
" " " "	Grafton, N. D. . .	Cavalier, N. D. . .	31.71	.....
" " " "	Minn. State Line.	Wahpeton, N. D.	6.02	.....
" " " "	Minn. State Line.	Lr'mr via Pt'land	134.40	.....
" " " "	Everest, N. D. . . .	Portland Jc., N. D., via Mayville.	47.03	.....
" " " "	Ripon, N. D.	Hope, N. D. . . .	29.50	.....
" " " "	Minn. State Line.	Minot, "	206.79	.....
" " " "	Park R. Jc. N. D.	Langdon, "	73.88	.....
" " " "	Rugby Jc., N. D.	Bottineau, "	88.66	.....
" " " "	Churches Ferry..	St. Johns, "	55.21	.....
" " " "	Addison, N. D. . .	Rita, "	11.78	.....
" " " "	Minn. State Line.	Alton, "	9.88	.....
" " " "	Minot, N. D.	Mont. State Line.	144.15	1,050.84

[GREAT NORTHERN R. R. CO.]

PROPERTY OPERATED.—CONTINUED.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Line operated under lease for specified sum—				
St. P., M. & M. Railway	St. Paul, Minn...	Barnesville, Minn.	217.82	.....
St. P., M. & M. Railway	St'te F'r G'ds Sp'r	.....	64	.....
St. P., M. & M. Railway	Osseo Junction...	St.Cl'd, inc'g N'h	68.07	.....
St. P., M. & M. Railway	Elk River, Minn.	Milaca, Minn....	31.80	.....
St. P., M. & M. Railway	St. Cloud, Minn..	Hinckley, Minn..	66.48	.....
St. P., M. & M. Railway	E. St. Cloud, Minn	Sauk Rapids....	2.14	.....
St. P., M. & M. Railway	St. Cloud, Minn..	Willmar Jct.....	55.85	.....
St. P., M. & M. Railway	Sauk Centre	Eagle Bend.....	86.44	.....
St. P., M. & M. Railway	Eagle Bend, Minn	Park Rapids....	54.52	.....
St. P., M. & M. Railway	Fergus F'ls, Minn	Pelican Rapids...	21.65	.....
St. P., M. & M. Railway	Carlisle Jt., Minn.	Elizabeth, Minn.	3.52	.....
St. P., M. & M. Railway	Evansville, Minn.	Tintah Jct., Minn.	32.08	.....
St. P., M. & M. Railway	N. St. Cloud Br..	.....	2.58	.....
St. P., M. & M. Railway	Minneapolis Jct..	E. Minneapolis..	.96	.....
St. P., M. & M. Railway	East Minneapolis	Breckenridge	204.20	.....
St. P., M. & M. Railwav	Minnet'ka N.S.L.	.....	5.98	.....
St. P., M. & M. Railway	Hutchinson Jct...	Hutchinson, Minn	58.18	.....
St. P., M. & M. Railway	Morris, Minn....	Browns Valley ..	46.68	.....
St. P., M. & M. Railway	Tintah Jct., Minn.	Ellendale, N. D..	104.82	.....
St. P., M. & M. Railway	Rutland Jc., N. D.	Aberdeen, S. D..	64.00	.....
St. P., M. & M. Railway	Benson, Minn....	Watertown, S. D.	91.62	.....
St. P., M. & M. Railway	Barnesville, Minn	St. Vincent, Minn	170.95	.....
St. P., M. & M. Railway	St. Vi'ce't Jc.Sw'h	Boundary Line...	2.62	.....
St. P., M. & M. Railway	St. Vi'ce't Jc.Sw'h	End of tr'k v.O.D.	2.12	.....
St. P., M. & M. Railway	Shirley, Minn....	St. Hilaire, Minn.	21.55	.....
St. P., M. & M. Railway	Barnesville Jct...	Gd. F'ks Jc., N.D.	98.14	.....
St. P., M. & M. Railway	Gd. Forks, N. D.	Boundary Line...	80.94	.....
St. P., M. & M. Railway	Grafton, N. D....	Cavalier, N. D...	31.71	.....
St. P., M. & M. Railway	M'rhead Jc., Minn	Halstad, Minn...	34.09	.....

[GREAT NORTHERN R. R. CO.]

PROPERTY OPERATED.—CONTINUED.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.	
	From	To			
Line operated under lease for specified sum—					
St. P., M. & M. Railway	Moorhead, Minn.	Wahpe'on, N. D.	\$ 42.91	3,719.57	
" " " "	Carman, Minn. .	Fosston	44.69		
" " " "	Halstead, Minn. .	Alton	10.38		
" " " "	Breckenridge M..	Larimore, N. D., via Portland. .	135.01		
" " " "	Cas'lton Jc., N.D.	Portland Jct, via Mayville	47.08		
" " " "	Ripon, N. D.....	Hope.....	29.50		
" " " "	Addison W. L...	.....	11.78	
" " " "	Crookston Jct. M.	Minot	230.83		
" " " "	Pk. Rv. Jct., N. D	Langdon	78.88		
" " " "	Rugby Jc., N. D.	Hottineau	38.66		
" " " "	Churches Ferry.	St. Johns	55.21		
" " " "	Minot N. D.....	S. S. Sun River..	549.25		
" " " "	Johnstown Jct....	Jct. Sand Coulee br. Great Falls.	3.10		
" " " "	West Side branch Great Falls	From Great Falls	5.04		
" " " "	Great Falls, Mont	Montana Smelter	5.83		
" " " "	St. Hilaire, Minn.	Thief Rv. Minn..	7.59		
" " " "	St. Hilaire.....	Red Lake Falls..	10.13		
" " " "	Pac. Jct., Mont...	E. Spoka'e, Wash Jc. w'h O. R & N	511.30		
" " " "	Jct. S. & S. Ry., Spokane.	Jc. with E. & M. C. Ry at Lowell, via Switchback.	307.53		
Line operated under track- age rights—					
Ore. Ry. & Nav. Co. (O. S. L. & W. N. Co.)	E. Spokane, Wash	Connection with tracks U. D. Co.	84		
Spokane Union Depot Co.	O. R. & N. Co. tracks	Jc. Spokane & Se- attle Ry	2.56		
Spokane and Seattle Ry	Tracks Spokane U. D. Co.....	Connection G. N. tracks west of Spokane	1.40		

[GREAT NORTHERN R. R. CO.]

PROPERTY OPERATED.—CONTINUED.

Name.	Terminals.		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named.
	From	To		
Everett and Monte Cristo Ry..	Lowell, Wash...	(E. & M. C. Jc.).	5 25	46 05
Seattle and Montana Ry.	Everett (E. & M. Ry.) ...	Seattle, Wash....	36 00	
Total mileage operated....	.....	.....		3,765 62

(Name of all Coal, Bridge, Canal or Other Properties, the Earnings and Expenses of Which Affect the General Balance Sheet.

Name.	Character of Business.	Title, (Owned, Leased, Etc.)	State or Territory.
Hotel Lafayette....	Hotel....	Owned.....	Minnesota.....
Elevator B....	Handling Grain..	Owned.....	Minnesota.....

[GREAT NORTHERN RAILWAY CO.]

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total amount Issued and Outstanding.	Dividends Declared During Year.	
					Rate.	Amount.
Common	200,000	\$ 100 00	\$ 20,000,000 00	\$ .....	.....	\$ .....
Preferred.....	250,000	100 00	25,000,000 00	25,000,000 00	5	1,250,000 00
Total.....	450,000	.....	\$ 45,000,000 00	\$ 25,000,000 00	.....	\$ 1,250,000 00

CAPITAL STOCK.

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.	Remarks.
Issued exclusively for cash: Preferred	50,000	\$ 5,000,000 00	(The original issue of stock was paid one-half in cash and one-half in properties and securities as shown in reports of prior years.
Issued for one-half cash and one-half properties and securities transferred to the company by the St. P., M. & M. Ry. Preferred	200,000	20,000,000 00	
Total	250,000	\$ 25,000,000 00	

[GREAT NORTHERN RAILWAY CO.]

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Per Cent.	Interest.		
	Date of Issue.	When Due.						When Payable.	Amount Accrued During Year.	Amount Paid During Year.
Collateral Trust bonds	1892	1902	\$ 15,000,000 00	\$ 15,000,000 00	\$ 15,000,000 00	\$ 10,884,528 26	4	September 1 } March 1 ... }	\$ 600,000 00	\$ 601,060 00
Miscellan's obligations	....	....	\$ 15,000,000 00	\$ 15,000,000 00	\$ 15,000,070 00	\$ 10,884,528 26	..	.....	\$ 600,000 00	\$ 601,060 00
Grand total .....	....	....	\$ 15,000,000 00	\$ 15,000,000 00	\$ 15,000,000 00	\$ 10,884,528 26	..	.....	\$ 600,000 00	\$ 601,060 00

[GREAT NORTHERN RAILWAY CO.]

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest.	
			Am't Accrued During Year.	Amount Paid During Year.
Miscellaneous obligations	\$ 15,000,000 00	\$ 15,000,000 00	\$ 600,000 00	\$ 601,000 00
Total	\$ 15,000,000 00	\$ 15,000,000 00	\$ 600,000 00	\$ 601,000 00

[GREAT NORTHERN RAILWAY CO.]

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Amount.	Current Liabilities Accrued to and Including June 30, 1898.	Amount.
Cash	\$ 1,683,810 90	Audited vouchers and accounts	\$ 815,850 74
Bills receivable	786,896 13	Wages and salaries	646,130 47
Due from agents	420,868 09	Dividends not called for	578 75
Due from solvent companies and individuals	627,538 49	Matured interest coupons unpaid (including coupons due July 1st)	2,600 00
Net traffic balances due from other companies	62,838 56	Rents due July 1	1,196,091 68
		Miscellaneous	127,781 46
		Total—Current liabilities	\$ 2,786,136 10
Total—Cash and current assets	\$ 3,561,522 17	Balance—Cash assets	\$ 772,886 07
Total	\$ 3,561,522 17	Total	\$ 3,561,522 17

Materials and supplies on hand, \$789,220 45.

[GREAT NORTHERN RAILWAY CO.]

RECAPITULATION.

(A. For Mileage Owned by Road Making This Report.)

Account.	Total Amount Outstanding.	To Other Properties.
Capital stock.....	\$ 25,000,000 00	\$ 25,000,000 00
Bonds ["Grand Total"].....	15,000,000 00	15,000,000 00
Total	\$40,000,000 00	\$ 40,000,000 00

R. R. Com.,-12.

[GREAT NORTHERN RAILWAY CO.]

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures During Year.		Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
	Included in Operating Expenses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Construction:					
Right of Way	\$ 5,016 90	\$ 107,527 19	\$ 120,310 29	.....
Other Real Estate	128 40	1,808 45	1,188 05	.....
Fences	5,027 16	19,952 51	14,925 85	.....
Grading and Bridge and Culvert Masonry	3,278 19	4,160 84	7,434 03	.....
Bridges and Trestles	1,341 49	1,598 01	254 52	.....
Rails	97,261 60	97,728 92	467 82	.....
Buildings, Furniture, and Fixtures	851 74	54,661 08	53,809 94	.....
Shop Machinery and Tools	817 81	817 81	.....	.....
Sidings and yard extensions	3,394 69	17,995 51	14,690 82	.....
Other Items	5,720 21	5,720 21	.....	.....
Total permanent improvements to St. P., M. & M. railway	\$ 110,221 81	\$ 311,207 18	\$ 196,045 82	\$ 51 73

[GREAT NORTHERN RAILWAY CO.]

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.—CONTINUED.

ITEM.	Expenditures During Year.		Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
	Included in Operating Expenses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Equipment:					
Locomotives	\$ 45,145 56	\$ 826,697 09	\$ 871,813 25	\$
Passenger Cars	104 13	13,974 21	13,974 21	.....
Sleeping, Parlor, and Dining Cars	287,541 58	297,435 45	.....
Baggage, Express, and Postal Cars	179,280 03	37,456 33	55,885 86	.....
Freight Cars	188,059 15	931,918 09	1,097,977 81	.....
Other Cars of all Classes	8,500 90	884,763 21	876,262 81	.....
Total Equipment	\$ 187,528 71	\$ 2,495,351 71	\$ 2,652,878 42	\$ 711 56
Grand total	\$ 71,304 00	\$ 2,808,618 84	\$ 2,877,923 74	\$ 763 29

NOTE.—The decrease shown in column for expenditures during the year is occasioned by the transfer to the St. P., M. & M. Ry. of improvements.

[GREAT NORTHERN RAILWAY CO.]

INCOME ACCOUNT.

Gross earnings from operation	\$ 15,345,274 16	
Less operating expenses.....	7,898,980 77	
Income from operation		\$ 7,446,293 39
Dividends on stocks owned.....	\$ 408,631 00	
Interest on bonds owned	56,193 55	
Miscellaneous income—less expenses.....	297,496 80	
Income from other sources.....		\$ 757,322 85
Total income.....		\$ 8,208,616 24
Deductions from income—		
Interest on funded debt accrued.....	\$ 600,000 00	
Rents paid for lease of road.....	4,783,015 95	
Taxes	528,053 15	
Total deductions from income.....		\$ 5,911,069 10
Net income.....		\$ 2,292,547 14
Dividends, 5 per cent, preferred stock.....	\$ 1,250,000 00	
Total.....		\$ 1,250,000 00
Surplus from operations of year ending June 30, 1896.....		\$ 1,042,547 14
Surplus on June 30, 1895		8,613,311 60
Deductions for year		\$ 405,625 00
Surplus on June 30, 1896		\$ 4,260,233 74

EXPLANATORY REMARKS.

Interest on Duluth, Watertown & Pacific Railway bonds prior to July 1, 1894, paid by advances made by this company in anticipation of future repayment not charged off.

[GREAT NORTHERN RAILWAY CO.]

EARNINGS FROM OPERATION.

Item.	Actual Earnings.
Total gross earnings from operation.....	\$ 15,845,274 18

EXPLANATORY REMARKS.

NOTE—This company has abandoned as impracticable and misleading the plan of making division of the earnings of its system of railways between the several states into which the system runs, and cannot therefore give figures purporting to show separate earnings in the state of North Dakota.

[GREAT NORTHERN RAILWAY CO.]

STOCKS OWNED.

A. RAILWAY STOCKS.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Eastern Railway of Minnesota.....	\$ 5,000,000 00	8	\$ 400,000 00	\$ 5,000,000 00
Montana Central Railway Co.....	5,000,000 00	.....	.....	5,000,000 00
Willmar & Sioux Falls Ry. Co.....	1,500,000 00	.....	.....	1,500,000 00
Duluth, Watertown & Pacific Ry. Co..	780,000 00	.....	.....	780,000 00
Minneapolis Union Ry. Co.....	500,000 00	.....	.....	500,000 00
St. Paul Union Depot Co.....	50,000 00	6	3,000 00	50,000 00
Minnesota Transfer Ry. Co.....	7,000 00	.....	.....	7,000 00
St. Paul, Mpls. & Manitoba Ry. Co....	5,600 00	6	386 00	5,600 00
Lake Superior Ter. & Trans. Ry Co....	15,700 00	.....	.....	15,700 00
Other Railway Stocks Owned.	<u>\$ 12,808,300 00</u>	.....	.....	<u>\$ 12,808,300 00</u>
Minneapolis Western Ry.....	\$ 250,000 00	.....	.....	\$ 250,000 00
Great Northern Ry.....	5,950 00	5	295 00	5,950 00
Butte, Anaconda & Pac. Ry.....	490,000 00	.....	.....	490,000 00
Total.....	\$ 745,950 00	.....	\$ 408,681 00	\$ 745,950 00

[GREAT NORTHERN RAILWAY CO.]

STOCKS OWNED.—CONTINUED.

B. OTHER STOCKS.

Name.	Total Par Value.	Income or Dividend Received.	Valuation.
Northern Steamship company.....	\$ 1,500,000 00	.....	\$ 1,500,000 00
Sand Coulee Coal company.....	250,000 00	.....	250,000 00
Clunac Coal company	149,000 00	.....	149,000 00
St. Paul Foundry company.....	75,000 00	.....	75,000 00
Fort Benton Bridge company.....	5,800 00	.....	5,800 00
	<u>\$ 1,979,800 00</u>	.....	<u>\$ 1,979,800 00</u>
Grand total—A. and B.....	\$ 745,950 00	\$ 408,631 00	\$ 745,950 00

EXPLANATORY REMARKS.

NOTE—The following stocks were acquired from S. P. M. & M. Ry.:

Railway Stocks.....	\$ 12,808,300 00
Other stocks.....	1,979,800 00
Total	<u>\$ 14,788,10 00</u>

The cost of the stock is carried in account "Cost of Properties and Securities."

[GREAT NORTHERN RAILWAY CO.]

BONDS OWNED.

A. RAILWAY BONDS.

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Duluth, Watertown & Pacific Railway.	\$ 1,375,000 00	.....		\$ 1,375,000 00
Minnesota Transfer Railway Co.....	100,000 00	.....	\$ 1,415 59	100,000 00
	\$ 1,484,000 00			\$ 1,484,000 00
Other railway bonds owned—				
Minnesota Transfer Railway Co.....	\$ 3,000 00	.....	\$ 38 96	\$ 3,000 00
Battle, Anaconda & Pacific Railway...	1,000,000 00	5	50,000 00	900,000 00
St. P. M. & M. Ry., Pacific Ex. bonds.	\$ 3,000,000 00	.....		15,000,000 00
Total			\$ 51,454 55	\$ 15,908,000 00

B. OTHER BONDS.

Name.	Total Par Value	Rate.	Income or Interest Received.	Valuation.
Todd county	\$ 17,000 00	5	\$ 850 00	\$ 17,000 00
Town of Hutchinson	12,000 00	6	720 00	12,000 00
Town of Brecknridge	3,300 00	{ 7 on \$2,300	161 00	3,300 00
Town of Minnesota Falls	2,000 00	6	120 00	2,000 00
Town of Sanderess	2,000 00	{ 6 2 yrs	240 00	2,000 00
County of Pipestone	30,000 00	6	1,800 00	30,000 00
	\$ 66,300 00			\$ 66,300 00
Other—				
Town of Wadena	\$ 3,000 00	6	\$ 480 00	\$ 7,200 00
Town of Leaf River	2,000 00	6	120 00	1,800 00
Town of Straight River	1,000 00	.....		900 00
Interest received on bonds sold during the year			250 00	
Total	\$ 11,000 00		\$ 4,741 00	\$ 9,900 00
Grand total, A. and B.			\$ 56,195 55	\$ 15,912,900 00

[GREAT NORTHERN RAILWAY CO.]

EXPLANATORY REMARKS.

The following bonds were acquired from S. P. M. & M. Ry.:

Railway bonds.....	\$ 1,484,000 00
Other bonds	86,900 00

Total \$ 1,550,900 00

The cost of these bonds is carried in account "Cost of Properties and Securities."

[GREAT NORTHERN RAILWAY CO.]

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
	St. Paul, Minn.....	C. B. & N. Ry.....	\$19,999 92	
	Minneapolis, Minn...	C. B. & N. Ry.....	479 22	
	St. Paul, Minn.....	M. St. P. & S. S. M. Ry	4,800 00	
	St. Paul & Minnea'ls	E. Ry. of Minn.....	1,318 05	
	Minneapolis, Minn..	Mpls & St. Louis Ry	764 46	
	St. Anth'y P'rk, Minn	Mpls B. L. Ry & T Co	17 59	
	Great Falls, Mont....	Montana Central Ry.	3,600 00	
	Neché, N. D.....	U. S. Government...	135 00	
	St. Vincent, Minn....	U. S. Government...	81 00	
	Sundry	Sundry.....	6,404 65	\$37,599 80
Total				

[GREAT NORTHERN R. R. CO.]

MISCELLANEOUS INCOME.

Item.	Net Miscellaneous Income.
Rent of Lines Leased.....	\$ 220,254 93
Bills Receivable.....	50,175 83
Elevator B—Operation.....	3,244 40
Miscellaneous.....	23,821 14
Total.....	297,496 30

[GREAT NORTHERN RAILWAY CO.]
OPERATING EXPENSES.

Item.	Amount.
Maintenance of Way and Structures—	
Repairs of roadway.....	\$ 1,069,295 91
Renewals of rails.....	37,594 11
Renewals of ties.....	290,396 83
Repairs and renewals of bridges and culverts.....	216,359 12
Repairs and renewals of fences, road crossings, signs and cattle guards.....	26,205 58
Repairs and renewals of buildings and fixtures.....	112,278 87
Repairs and renewals of docks and wharves.....	215 20
Repairs and renewals of telegraph.....	23,640 06
Stationery and printing.....	1,048 66
Other expenses.....	
Total.....	\$ 1,777,084 14
Maintenance of Equipment—	
Superintendence.....	36,499 23
Repairs and renewals of locomotives.....	512,785 87
Repairs and renewals of passenger cars.....	166,984 08
Repairs and renewals of freight cars.....	450,105 23
Repairs and renewals of work cars.....	23,713 73
Repairs and renewals of marine equipment.....	
Repairs and renewals of shop machinery and tools.....	16,162 24
Stationery and printing.....	2,806 62
Other expenses.....	5,662 39
Total.....	\$ 1,214,719 47
Conducting Transportation—	
Superintendence.....	\$ 162,843 73
Engine and roundhouse men.....	756,153 40
Fuel for locomotives.....	1,391,381 92
Water supply for locomotives.....	63,115 24
Oil, tallow and waste for locomotives.....	27,355 63
Other supplies for locomotives.....	17,995 33

[GREAT NORTHERN RAILWAY CO.]

OPERATING EXPENSES.—CONTINUED.

Item.	Amount.
Conducting Transportation—Continued.	
Train service.....	575,500 01
Train supplies and expenses.....	111,740 28
Switchmen, flagmen and watchmen.....	163,522 93
Telegraph expenses.....	159,729 28
Station service.....	313,723 43
Station supplies.....	34,428 37
Switching charges—balance.....	8,142 91
Car mileage—balance.....	1,229 32
Hire of equipment.....	2,413 85
Loss and damage.....	123,201 80
Injuries to persons.....	111,011 80
Clearing wrecks.....	19,311 43
Operating marine equipment.....	
Advertising.....	38,581 64
Outside agencies.....	163,700 06
Commissions.....	21,496 93
Stock yards and elevators.....	153 87
Rents for tracks, yards and terminals.....	224,272 34
Rents of buildings and other property.....	3,390 73
Stationery and printing.....	33,027 36
Other expenses.....	21,496 57
Total.....	\$ 4,536,441 30
General Expenses—	
Salaries of general officers.....	\$ 68,721 90
Salaries of clerks and attendants.....	118,645 80
General office expenses and supplies.....	27,979 29
Insurance.....	42,563 59
Law expenses.....	49,755 94
Stationery and printing (general offices).....	17,824 73

[GREAT NORTHERN RAILWAY CO.]

OPERATING EXPENSES.—CONTINUED.

Item.	Amount.
General Expenses—Continued.	
Other expenses.....	45,291 59
Total	\$ 370,785 86
Recapitulation of Expenses—	
Maintenance of way and structures	1,777,084 14
Maintenance of equipment	1,214,719 47
Conducting transportation	4,536,441 30
General expenses	370,785 86
Grand total.....	\$ 7,898,980 77
Percentage of expenses to earnings—entire line, 51.47.	
Operating expenses—State of North Dakota—	
Maintenance of way and structures.....	\$ 449,889 77
Maintenance of equipment	267,502 10
Conducting transportation	921,186 70
General expenses	82,528 53
Total	\$ 1,720,107 10

[GREAT NORTHERN RAILWAY CO.]

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
St. Paul, Mpls & Manitoba Ry	\$ 3,486,834 29	\$ 1,200,000 00	\$ 6,031 66	\$ 4,692,865 95
Seattle & Montana Ry.....	.....	.....	75,000 00	75,000 00
Spokane & Seattle Railway...	.....	.....	14,400 00	14,400 00
Oregon Ry & Navigation Co..	.....	.....	750 00	750 00
Total rents—A.....	\$ 3,486,834 29	\$ 1,200,000 00	\$ 96,181 66	\$ 4,783,015 95

RENTALS PAID.—CONTINUED.

B. RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks....	Spokane, Wash.....	Oregon Ry & Naviga'n Co	\$ 406 30	\$61,615 02
	Spokane, Wash.....	Spokane & Seattle Ry....	254 71	
	Lowell to Everett Jc.	Everett & Monte Cristo Ry	7,865 60	
	Everett Jc. to Seattle.	Seattle & Montana Ry....	53,588 41	
Terminals.	Minneapolis, Minn..	Minneapolis Union Ry....	70,246 73	\$ 162,657 32
	Minnesota Transfer .	Minnesota Transfer Ry...	36,528 27	
	St. Paul, Minn.....	St. Paul Union Depot Co.	17,538 34	
	Spokane, Wash.....	St. Paul Union Depot Co.	38,348 98	
Grand total —Rents B	\$ 224,272 34

EXPLANATORY REMARKS.

NOTE—The rental paid Spokane Union Depot company as terminals includes 256 miles of track from O. R. & N. tracks to those of the Spokane & Seattle Railway company at Spokane, Wash.

[GREAT NORTHERN RAILWAY CO.]

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1895.		Assets.		June 30, 1896.		Year ending June 30, 1896.	
Item.	Total.			Item.	Total.	Increase.	Decrease.
\$ 15,898,477 81	\$.	Cost of properties and securities.....		\$ 15,373,315 74	\$.	\$.	\$ 15,162 07
2,485,351 71		Cost of equipment.....		2,083,878 42		187,528 71	
1,065,960 00		Stocks owned.....		745,960 00			380,000 00
15,912,900 00		Bonds owned.....		15,912,900 00			
2,081,479 44		Other permanent investments.....		1,364,728 49			
811,267 13		Additions and improvements to St. P., M. & M. Ry.....		193,045 32			687,349 95
9,976,712 27		Advances for construction.....		10,496,670 08		519,957 81	116,221 81
	47,217,139 86	Cash and current assets			46,775,890 05		
	3,709,861 79	Other assets—			3,561,522 11		147,880 62
	605,692 02	Materials and supplies.....			789,220 45	183,528 48	
		Grand total.....			\$ 51,126,631 67		\$ 405,560 50
	\$ 51,532,192 17						

[GREAT NORTHERN RAILWAY CO.]

COMPARATIVE GENERAL BALANCE SHEET.—CONTINUED.

June 30, 1885.		Liabilities.	June 30, 1886.		Year ending June 30, 1886.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$ 25,000,000 00	Capital stock .....	.....	\$ 25,000,000 00	\$	\$
.....	15,000,000 00	Funded debt.....	.....	15,000,000 00	.....	.....
.....	4,187,402 39	Current liabilities.....	.....	2,768,186 10	.....	1,946,266 29
.....	200,000 00	Accrued interest on funded debt, not yet payable.....	.....	200,000 00	.....	.....
.....	282,907 44	Taxes, not due .....	.....	287,009 47	34,102 08	.....
.....	402,776 67	Rental, not due.....	.....	402,776 67	.....	.....
.....	1,059,125 61	Fund for permanent improvements and renewals...	.....	972,238 46	.....	86,887 15
.....	1,886,608 46	Surplus of proprietary companies .....	.....	2,245,237 23	358,568 77	.....
.....	3,613,311 60	Profit and loss .....	.....	4,250,233 74	636,922 14	.....
.....	\$ 51,582,192 17	Grand total.....	.....	\$ 51,126,631 67	.....	\$ 405,560 59

[GREAT NORTHERN RAILWAY CO.]

IMPORTANT CHANGES DURING THE YEAR.

STATE OF NORTH DAKOTA.

Construction of cut over line between Casselton and Flemming.....	4.35 miles
Less tracks between Everett and Flemming removed.....	4.75 miles
Net decrease .....	.40 miles

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE.

Contract with the Great Northern Express Co. whereby they do all express business on lines operated by the company, the railway company receiving a percentage of earnings.

Mail route established by the United States Postal Department in accordance with law. •

SECURITY FOR FUNDED DEBT.

Collateral Trust bonds.

These bonds are secured by the mortgage and pledge of the St. Paul, Minneapolis & Manitoba railway company's Pacific Extension bonds to the amount of £3,000,000 principal.

[GREAT NORTHERN RAILWAY CO.]

EMPLOYES AND SALARIES.

STATE OF NORTH DAKOTA.

Class.	Number.	Total Number of Days Worked.	Total Yearly com- pensation.	Average Daily com- pensation.
General officers.....				\$.....
Other officers.....	2	389	\$ 3,658 15	9 41
General office clerks.....				
Station agents.....	109	41,856	70,317 67	1 68
Other station men.....	44	12,486	19,103 64	1 53
Enginemen.....	49	14,062	59,180 65	3 95
Firemen.....	59	16,010	36,662 74	2 29
Conductors.....	78	14,950	48,287 51	3 23
Other trainmen.....	163	31,231	61,212 06	1 06
Machinists.....	10	2,100	6,340 78	3 02
Carpenters.....	66	18,843	33,085 89	2 39
Other shopmen.....	116	35,578	57,636 10	1 62
Section foremen.....	161	55,324	79,666 26	1 44
Other trackmen.....	1,240	179,536	231,601 21	1 29
Switchmen, flagmen and watchmen.....	18	2,371	3,983 31	1 68
Telegraph operators and dispatchers.....	53	11,480	26,745 10	2 34
Employees—account floating equipment.....				
All other employes and laborers.....	194	46,282	75,439 07	1 63
Total (including "general officers"), North Dakota.....	2,362	478,368	\$ 812,921 04	\$ 1 70
Total (excluding "general officers"), North Dakota.....	2,362	478,368	\$ 812,921 04	\$ 1 70

[GREAT NORTHERN RAILWAY CO.]

EMPLOYES AND SALARIES.—CONTINUED.

STATE OF NORTH DAKOTA.

Class.	Number.	Total Number of Days Worked.	Total Yearly com- pensation.	Average Daily com- pensation.
Distribution of above—				
General administration	2	389	\$ 3,858 15	\$ 9 41
Maintenance of way and structures	1,476	248,708	344,353 86	1 38
Maintenance of equipment	126	37,678	63,976 88	1 70
Conducting transportation	767	191,598	400,982 65	2 09
Total (including "general officers"), North Dakota	2,362	478,368	\$ 812,921 04	\$ 1 70
Total (excluding "general officers"), North Dakota	2,362	478,368	\$ 812,921 04	\$ 1 70
Total (including "general officers"), entire line	12,725	2,562,781	\$ 4,898,542 28	\$ 1 91

[GREAT NORTHERN RAILWAY CO.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE--
ENTIRE LINE.

Item.	Column for Ton- age, Number Pas- sengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	1,239,978	\$
Number of passengers carried one mile.....	82,988,862	.....
Number of passengers carried one mile per mile of road.....	22,088	.....
Average distance carried	66.98	.....
Total passenger revenue.....		2,151,295 00
Average amount received from each passenger		1 73.495
Average receipts per passenger per mile.....		02.592
Total passenger earnings.....		2,863,421 37
Passenger earnings per mile of road.....		760 40
Passenger earnings per train mile		1 12.865
Freight traffic—		
Number of tons carried of freight earning revenue.....	3,537,824	.....
Number of tons carried one mile.....	1,194,222,577	.....
Number of tons carried one mile per mile of road.....	317,182	.....
Average distance haul of one ton.....	33.76	.....
Total freight revenue.....		12,170,275 74
Average amount received for each ton of freight		3 44.005
Average receipts per ton per mile		01.019
Total freight earnings.....		12,180,801 05
Freight earnings per mile of road.....		3,234 67
Freight earnings per train mile		2 48.105
Passenger and freight—		
Passenger and freight revenue.....		14,321,570 74
Passenger and freight revenue per mile of road.....		3,808 16
Passenger and freight earnings.....		15,044,222 42
Passenger and freight earnings per mile of road.....		3,995 07
Gross earnings from operation.....		15,945,274 16
Gross earnings from operation per mile of road.....		4,075 01
Gross earnings from operation per train mile		2 06.073

[GREAT NORTHERN RAILWAY CO.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—
ENTIRE LINE.—CONTINUED.

Item.	Column for Ton- age, Number Pas- sengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Operating expenses.....	.....	\$ 7,898,980 77
Operating expenses per mile of road.....	.....	2,097 61
Operating expenses per train mile.....	.....	1 08.075
Income from operation.....	.....	7,446,298 89
Income from operation per mile of road.....	.....	1,977 40
Train mileage—		
Miles run by passenger trains.....	2,385,804	.....
Miles run by freight trains.....	4,455,834	.....
Miles run by mixed trains.....	604,980	.....
Total mileage trains earning revenue.....	7,446,568	.....
Miles run by switching trains—includes W. & S. F. and D. W. & P. railways.....	968,620	.....
Miles run by construction and other trains.....	330,783	.....
Grand total train mileage.....	.....	.....
Mileage of loaded freight cars—east.....	66,159,775	.....
Mileage of loaded freight cars—west.....	40,098,562	.....
Mileage of empty freight cars—east.....	4,802,541	.....
Mileage of empty freight cars—west.....	30,810,264	.....
Average number of freight cars in train.....	28.08	.....
Average number of loaded cars in train.....	21.00	.....
Average number of empty cars in train.....	7.08	.....
Average number of tons of freight in train.....	285.98	.....
Average number of tons of freight in each loaded car....	11.24	.....

EXPLANATORY REMARKS.

An allowance of seventy-five miles per day of twelve hours is made for switch trains. The mileage shown for switch trains includes that upon the W. & S. F. and D. W. & P. railways.

[GREAT NORTHERN RAILWAY CO.]

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

[Company's Material Excluded.]

Commodity.	Freight Originating on This Road.	Freight Re- ceived from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
	Whole tons	Whole tons	Whole tons	Per Cent.
Products of agriculture—				
Grain			1,871,800	52.73
Flour			66,151	1.86
Other mill products			27,168	.77
Hay			88,645	1.07
Tobacco				
Cotton				
Fruit and vegetables....			81,559	.89
Other products of agriculture			108,742	2.92
Products of animals—				
Live stock.....			100,881	2.84
Dressed meats.....			2,459	.07
Other packing house products.....			7,572	.21
Poultry, game and fish.....			485	.01
Wool.....			7,892	.21
Hides and leather.....			8,286	.09
Products of mines—				
Anthracite coal.....			64,948	1.81
Bituminous coal.....			71,575	2.02
Coke			26,127	.74
Ores.....			15,982	.45
Stone, sand and other like articles.....			20,260	.57
Other.....				
Products of forest—				
Lumber			313,854	8.94
Other forest products.....			309,611	8.72
Manufactures—				
Petroleum and other oils.....			19,180	.54

[GREAT NORTHERN RAILWAY CO.]

FREIGHT TRAFFIC MOVEMENT.—CONTINUED.

[Company's Material Excluded.]

Commodity.	Freight Originating on This Road.	Freight Re- ceived from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
	Whole tons	Whole tons	Whole tons	Per Cent.
Manufactures—Continued.				
Sugar				
Naval stores				
Iron, pig and bloom			3,689	.10
Iron and steel rails.....			4,800	.13
Other castings and machinery.....			35,210	.99
Bar and sheet metal			109,310	3.08
Cement, brick and lime.....			38,962	1.10
Agricultural implements.....			22,172	.62
Wagons, carriages, tools, etc.....			5,319	.15
Wines, liquors and beers.....			20,453	.53
Household goods and furniture.....			9,518	.27
Other manufactures.....			30,189	.85
Merchandise.....			97,146	2.74
Miscellaneous—				
Other commodities not mentioned above.....			71,759	2.03
Total tonnage—North Dakota.....				
Total tonnage—entire line.....			3,549,969	100.00

EXPLANATORY REMARKS.

Cannot give freight movements in North Dakota, therefore report for entire line is given.

Tonnage shown includes that carried over the Willmar & Sioux Falls railway and Duluth, Watertown & Pacific railway.

Cannot give freight movements originating on this road and that received from other carriers.

[GREAT NORTHERN RAILWAY CO.]
DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased—						
Passenger .....	.....	108	72	Westinghouse. . .	.....	.....
Freight.....	9	280	29	New York Air. . .	.....	.....
Switching .....	.....	41	24	Westinghouse. . .	.....	.....
			188	New York Air. . .	.....	.....
			3	Westinghouse . . .	.....	.....
			4	New York Air. . .	.....	.....
			9	American Steam. .	.....	.....
			8	Vacuum—steam. . .	.....	.....
Total locomotives in service	9	379	282	.....	.....	.....
Less locomotives leased .....	.....	.....	.....	.....	.....	.....
Total locomotives owned						
Cars—owned and leased—						
In passenger service—						
First class.....	.....	125	20	New York Air. . .	125	.....Standard .....(Vertical Plan)
Combination cars.....	.....	24	106	Westinghouse. . .	23	.....Standard .....(Vertical Plan)
Emigrant cars .....	.....	.....	23	Westinghouse . . .	12	.....Standard .....(Vertical Plan)
Dining cars .....	.....	12	6	Westinghouse . . .	46	.....Standard .....(Vertical Plan)
			6	New York Air. . .		.....Standard .....(Vertical Plan)

[GREAT NORTHERN RAILWAY CO.]
DESCRIPTION OF EQUIPMENT.—CONTINUED.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Sleeping cars .....	.....	46	{	New York Air ..	46	Standard
Baggage, express and postal cars .....	.....	.....		Westinghouse ..	.....	.. (Vertical Plain)
.....	.....	81		Westinghouse ..	77	Standard
.....	.....	.....		New York Air ..	.....	.. (Vertical Plain)
Other cars in passenger service .....	.....	8	8	New York Air ..	8	Standard
.....	.....	.....	.....	.....	.....	.. (Vertical Plain)
Total	6	206	201	.....	201	.....
In freight service—	.....	.....	.....	.....	.....	.....
Cox cars	282	7,880	2,686	New York Air ..	2,979	Standard
Flat cars .....	.....	1,357	622	New York Air ..	494	Standard
Stock cars	1	477	.....	.....	86	Standard
Coal cars .....	.....	.....	.....	.....	.....	.. (Vertical Plain)
Tank cars .....	.....	.....	.....	.....	.....	.....
Refrigerator cars .....	.....	108	40	New York Air ..	49	Standard
.....	.....	1,138	1,138	.....	1,017	Standard
Other cars in freight service .....	.....	.....	.....	.....	.....	.. (Vertical Plain)
Total	251	11,304	4,491	.....	4,635	.....

[GREAT NORTHERN RAILWAY CO.]
DESCRIPTION OF EQUIPMENT.—CONTINUED.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
In company's service—						
Officers' and pay cars.....	.....	5	5	Westinghouse...	5	..... Standard) ... (Vertical Plain)
Gravel cars.....	.....	384	384	New York Air...	207	..... Standard ... (Vertical Plain)
Derrick cars.....	1	36	.....	.....	.....	.....
Caboose cars.....	1	198	.....	.....	2	..... Standard ... (Vertical Plain)
Other road cars.....	1	94	2	New York Air...	.....	.....
Boarding cars.....	.....	40	2	Westinghouse..	2	..... Standard ... (Vertical Plain)
Total.....	1	732	373	.....	216	.....
Total cars in service.....	268	12,282	5,155	.....	5,153	.....
Total Cars owned and leased.....	268	12,282	5,155	.....	5,153	.....

[GREAT NORTHERN RAILWAY CO.]

EXPLANATORY REMARKS.

NOTE—The equipment listed on page 85 is leased from the St. P. M. and M. Ry., with the exception of the following, which are owned by this company:

Equipment.	Number.
Locomotives—	
Passenger	22
Freight	58
Switching	1
Total.....	81
Cars in passenger service—	
Sleeping cars	10
Parlor cars	4
Baggage, mail and express cars	13
Other cars in passenger service	8
Total.....	35
Cars in freight service—	
Box cars	329
Refrigerator cars	46
Other cars in freight service	782
Total.....	1,157
Cars in company's service—	
Official cars	1
Gravel cars	350
Derrick cars	7
Caboose cars	44
Boarding cars	17
Other cars	32
Total.....	451

[GREAT NORTHERN RAILWAY CO.]

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	Line Represented by Capital Stock.		Line of Propriet'y Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	3,719.37	.....	46.05	3,765.62	.37	197.06	3,522.51
Miles of second track.....	28.52	.....	..	28.52	.69	.....	28.52
Miles of third track.....	9.28	.....	.....	9.28	.....	.....	9.28
Miles of fourth track.....	9.28	.....	.....	9.28	.....	Iron and Steel.	9.28
Miles of yard track and sidings.....	487.56	.....	.....	487.56	12.14	487.56	.....
Miles of fifth track.....	2.32	.....	.....	2.32	.....	.....	2.32
Miles of sixth track.....	1.44	.....	.....	1.44	.....	.....	1.44
Total mileage operated (all tracks).....	4,257.98	.....	46.05	4,304.03	12.46	197.06 Iron & S.	3,573.36 487.56

[GREAT NORTHERN RAILWAY CO.]

MILEAGE.—CONTINUED.

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACKS).

State or Territory.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Minnesota	1,882.08	.....	.....	1,882.08	.08	117.92	1,214.76
North Dakota	1,080.84	.....	.....	1,080.84	.40	79.74	971.10
South Dakota	99.25	.....	.....	99.25	.....	.....	99.25
Montana	801.97	.....	.....	801.97	.....	.....	801.97
Idaho	82.70	.....	.....	82.70	.....	.....	82.70
Washington	382.78	.....	46.05	382.78	.....	.....	382.78
Total mileage operated (single track)	3,719.57	.....	46.05	3,765.62	.37	197.66	3,522.31

[GREAT NORTHERN RAILWAY CO.]
MILEAGE—STATE OF NORTH DAKOTA.
A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	Line Represented by Capital Stock.		Line Operated Under Lease.	Total Mileage Operated.	New line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Miles of single track.....	1,060.84	1,060.84	40	79.74	971.10
Miles of yard track and sidings.....	102.20	102.20	.....	{ Iron & steel } 102.20	.....
Total Mileage operated (all tracks)	1,153.04	1,153.04	40	{ Iron & Steel } 79.74 102.20	971.10

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

	Line Represented by Capital Stock.		Line Operated Under Lease.	Total Mileage Owned.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
State of North Dakota.	1,060.84	1,060.84	.....	79.74	971.10
Total mileage operated (single track.	1,060.84	1,060.84	.....	79.74	971.10

RENEWALS OF RAILS AND TIES—STATE OF NORTH DAKOTA.

STATE OF NORTH DAKOTA.

205

New Rails Laid During Year.				New Ties Laid During Year.		
Kind.	Tons.	Weight Per Yard.	Average Price Per Ton at Distributing Point.	Kind.	Number.	Average Price at Distributing Point.
Steel	2,791.1151	75	\$ 23 84	Hard.....	46,708	\$ 40 44
Steel	4.1240	68		Pine, tamarac and cedar.....	175,905	25 22
Steel	6.2160	60		Other	10,492	58 24
Steel .....	.483	50		Total	283,106	\$ 30 09
Total steel	2,803.544	.....	.....	

EXPLANATORY REMARKS.

NOTE 1—Cannot give the fuel consumption for North Dakota, therefore report for entire line is given.

NOTE 2—Fuel consumed by locomotives in construction service is included with that of freight, as engines of that class were used temporarily for construction service, but no record of fuel consumed while so diverted was kept.

[GREAT NORTHERN RAILWAY CO.]
CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal--Tons.		Wood--Cords.		Total Fuel Consumed--Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	91,427	2,671	.....	98,207.67	2,474,900	75.82
Freight	388,588	8,213	.....	896,063.98	6,549,140	118.81
Switching	28,962	1,298	.....	29,827.88	984,970	61.52
Construction
Total	503,977	12,182	.....	512,068.38	9,989,010	102.83
Average cost at distributing point.....	2.92	1.62	.....	.....	.....	.....

[GREAT NORTHERN RAILWAY CO.]

CAR MILEAGE.

PAID OR ALLOWED FOR ROLLING STOCK NOT THE PROPERTY OF
RAILROADS NOR CONSIGNED FOR USE BY LEASE.

Name of Owner.	Description.	Rate.			Amount.
		6-10 c.	8-4 c.	1 c.	
Armour Car lines.....	Box & { Refrg. }	\$ 113 04	\$ 1,518 88	\$ 2,086 15	\$ 3,667 57
Armour Tank line	Tank	334 79			354 79
Am. Brewing Co. Refrigerator line	Refrg.			21 46	21 46
American Refrigerator Trans. Co.	Refrg.		195 30		105 30
Arms Palace Horse Car Co.....	Stock	66 10			66 10
Amer. Cereal Co. Despatch	Box	140 86			140 86
Anglo-Amer. Refrigerator Car Co	Refrg.			10 72	10 72
Burton Stock Car Co.	Stock	25 48			25 48
Canada Cattle Car Co.	Stock	38,481 28			38,481 28
California Fruit Transfer Co.....	Refrg.		113 50		113 50
Cupples & Co., Samuel.....	Box	26 46			26 46
Cudahy Refrigerator line	Refrg.			380 99	380 99
Chappell Chemical Co.....	Tank	540 64			540 64
Continental Fruit Express	Refrg.		40 92		40 92
Chicago Refrigerator Car line.....	Refrg.		7 24		7 24
Cedar Rapids Refrigerator Ex....	Refrg.			9 90	9 90
Chicago, N. Y. & B. Transfer Co.	Refrg.		69 47		69 47
Cottolene Refrigerator line.....	Refrg.		32 94		32 94
Commerce Despatch line.....	Box	26 64			26 64
Central Equipment Co.....	Box	4 59			4 59
Dold Refrigerator Car line, Jacob..	Refrg.			163 35	163 35
Ellsworth & Co., J. W.....	Box	22 69			22 69
Goodell Refrigerator line.....	Refrg.		2 35		2 35
Hicks Stock Car Co.....	Stock	39 24			39 24
Havens & Co., C. B.....	Box	75 95			75 95
Hammond Refrigerator line.....	Refrg.			107 32	107 32
International Fruit Dealers Ex....	Refrg.		8 69		8 69
Keystone Palace Horse Car Co....	Stock	22 11			22 11
K. C. Dressed Beef line.....	Refrg.			259 99	259 99
Kengen Refrigerator line.....	Refrg.		4 17		4 17

[GREAT NORTHERN RAILWAY CO.]
CAR MILEAGE—Continued.

Name of Owner.	Description	Rate.			Amount.
		6-10 c.	3-4 c.	1 c.	
Lipton Refrigerator line.....	Refgr.	\$.....	\$ 13 54	\$.....	\$ 13 54
Laurel Hill Car & Coal Co.....	Box	2 06	.....	.....	2 06
Mann Bros	Box	21 68	.....	.....	21 68
Morrell Refrigerator Car line.....	Refgr.	.....	74	.....	74
Mather Horse & Stock Car Co.....	Stock	14 50	.....	.....	14 50
National Rolling Stock Co.....	Box	62 61	.....	.....	62 61
New England Car Co.....	Box	4 48	.....	.....	4 48
Overland Fruit Despatch.....	Refgr.	.....	4 73	.....	4 73
Peavy Grain line.....	Box	16 20	.....	.....	16 20
Provision Dealers Despatch.....	Refgr.	.....	5 86	.....	5 86
Rend & Co., W. P.....	Box	66	.....	.....	66
Streets Stable Car Co.....	Stock	2,917 67	.....	.....	2,917 67
St. Louis Refrigerator Car line...	Refgr.	.....	.....	1,989 47	1,989 47
St. Charles Car Co.....	Box	171 16	.....	.....	171 16
Swift Refrigerator Car line.....	Refgr.	.....	.....	58 53	58 53
S. W. Miller's Despatch.....	Box	16 10	.....	.....	16 10
St. Paul Refrigerator Car line.....	Refgr.	.....	105 87	118 23	224 10
Union Refrigerator Transfer Co...	Refgr.	.....	.....	3,713 07	3,713 07
Union Tank line.....	Box & Tank.	.....	5,435 29	.....	5,435 29
White Star Transfer Co.....	Refgr.	.....	12 07	.....	12 07
Western Meat Refgr. Ex. Co.....	Refgr.	.....	49 07	.....	49 07
Totals.....		\$43,166 99	\$ 7,620 13	\$ 8,869 18	\$59,656 30

[GREAT NORTHERN RAILWAY CO.]

ACCIDENT TO PERSONS.

STATE OF NORTH DAKOTA.

Kind of Accident.	Employees.							
	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employes.		Total.	
	Killed.	Inj'red.	Killed.	Inj'red.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and uncoupling...	.....	5	.....	1	.....	2	.....	8
Falling from trains and engines.....	2	.....	.....	.....	.....	1	2	1
Collisions.....	1	.....	.....	.....	.....	.....	.....	.....
Derailments.....	.....	1	.....	.....	.....	.....	.....	1
Other causes.....	.....	.....	.....	.....	.....	4	.....	4
Total	3	6	.....	1	.....	7	3	14

Kind of Accident.	Others.							
	Passengers.		Trespassing.		Not trespassing.		Total.	
	Killed.	Inj'red.	Killed.	Inj'red.	Kil	Inj'red.	Killed.	Inj'red.
Collisions.....	1	.....	.....	.....	.....	.....	.....
At stations.....	1	.....	1	.....
Other causes.....	4	5	.....	1	4	6
Total.....	1	4	5	1	1	5	6

R. R. Com.--14.

[GREAT NORTHERN RAILWAY CO.]

EXPLANATORY REMARKS.

LIST OF ACCIDENTS IN NORTH DAKOTA, FROM OTHER CAUSES.
OTHER EMPLOYEES INJURED.

Date.	Name.	Place.	Cause and Responsibility.
Aug. 3, 1895..	John Hamilton, laborer	Pleasant Lake	In unloading rails, one fell and hurt his leg so badly as to necessitate amputation below the knee.
Dec. 19, 1895..	Thomas Conerv, pumper ..	Larimore.....	Fell while going down a ladder into a well and was severely hurt about the body.
Mch. 3, 1895..	Jerry Donahue.....	Cando	Fell from ladder on water tank; right shoulder and and elbow dislocated; right ankle sprained.
July 19, 1895..	J. Garrity, laborer	Knox.....	Loading rails, had two fingers on left hand fractured.

TRESPASSERS KILLED.

July 19, 1895..	Samuel Chase.....	Lehigh	Old man walking on bridge was struck and killed.
Apr. 17, 1895..	George Smith.....	Fargo	Killed by falling from bridge.
Apr. 24, 1895..	Mace Gruber.....	Minot ..	Passing between cars was crushed between draw bars.
June 10, 1895..	Unknown man.....	Spring.....	Found dead by track, badly mangled.

[GREAT NORTHERN RAILWAY CO.]

EXPLANATORY REMARKS—CONTINUED.

TRESPASSERS INJURED.

Aug. 10, 1895..	John Erickson	Grand Forks	Trying to steal a ride on train fell from side ladder and had left leg cut off.
Oct. 3, 1895..	W. Peterson.....	Fargo	Small boy playing around cars, fell from car and had his right leg cut off.
Feb. 3, 1895..	Christ Johnson.....	Minot.....	Walking over bridge was hit by a snow plow and knocked off; leg and arm fractured.
Nov. 25, 1895..	Chas. Malicke.....	Buford	Tramp stealing a ride, fell off and had a leg cut off.
Apr. 21, 1895..	Frank McFarland	Churchs Ferry.....	Non-employe making a coupling, lost one finger and had another broken.

NOT TRESPASSERS KILLED.

Mch. 21, 1895..	Alex McDonald.....	Crary.....	In going over a crossing his sleigh broke down, throwing him out and fracturing two ribs.
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OATH.

STATE OF MINNESOTA, }
COUNTY OF RAMSEY. } ss.

We, the undersigned, W. P. Clough, vice president, and Robert I. Farrington, comptroller of the Great Northern Railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. P. CLOUGH, Vice President.

ROBT. I. FARRINGTON, Comptroller.

Subscribed and sworn to before me this 23rd day of November, 1896.

MAGNUS LUNDBERG,
Notary Public, Ramsey county, Minnesota.

ANNUAL REPORT
OF THE
ST. PAUL, MINNEAPOLIS AND MANITOBA RY.
TO THE
COMMISSIONERS OF RAILROADS OF THE STATE OF NORTH DAKOTA
FOR THE YEAR ENDING JUNE 30, 1896.

HISTORY.

Name of common carrier making this report? St. Paul, Minneapolis and Manitoba railway company.

Date of organization? May 28, 1879.

Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Minnesota.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

The Minnesota and Pacific Railway company was organized under special act of the Legislative Assembly of the territory of Minnesota, approved May 22, 1857. By subsequent acts of the legislature of the state of Minnesota the St. Paul and Pacific railroad company succeeded to all the rights, privileges and franchises of the Minnesota and Pacific railway company.

Subsequently the first division of the St. Paul and Pacific railroad company was organized under the provisions of an act of the legislature of the state of Minnesota, authorizing certain stockholders of the St. Paul and Pacific railroad company to organize and operate a portion of its line covered by mortgages executed by it, pursuant to the provisions of and as confirmed by an act of the legislature of the state, approved February 6, 1866.

Mortgages executed by the St. Paul and Pacific company and the First Division company were foreclosed and the property purchased at foreclosure sales by a syndicate which organized the St. Paul, Minneapolis and Manitoba railway company under provisions of chapter 80, laws of 1876, state of Minnesota, being section 87 of chapter 34 of the General Statutes of the state of Minnesota. Upon its organization it became the owner of all the property, rights, privileges and franchises of the railroad companies named above, and succeeded to and became the owner of all the charters, rights, privileges and franchises under the said act of May 22, 1857, and all acts amendatory thereof and supplemental thereto. That act, with its amendments, constitutes the charter of this company.

What carrier operates the road of this company? Great Northern railway company.

ST. P. M. & M. R. R. CO.

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
James J. Hill	St. Paul, Minn.	October 10, 1896
Sir Donald A. Smith	Montreal, Canada	October 10, 1896
W. P. Clough	St. Paul, Minn.	October 10, 1896
Samuel Hill	Minneapolis, Minn.	October 10, 1896
Edward Sawyer	St. Paul, Minn.	October 10, 1896
E. T. Nichols	New York.	October 10, 1896
Vacancy		

Total number of stockholders at date of last election? 1,059.
 Date of last meeting of stockholders for election of directors? October 10, 1895.
 Give postoffice address of general office? St. Paul, Minn.
 Give postoffice address of operating office? St. Paul, Minn.
 Give name and address of officer to whom correspondence regarding this report should be addressed? Name, R. I. Farrington; title, comptroller; address, St. Paul, Minn.

[ST. P. M. & M. R. R. CO.]

OFFICERS.

Title.	Name.	Location of Office.
President	Samuel Hill	Minneapolis, Minn.
First Vice President	Sir Donald A. Smith	Montreal, Canada.
Second Vice President	W. P. Clough	St. Paul, Minn.
Secretary and Asst. Treasurer ..	E. Sawyer	St. Paul, Minn.
Treasurer and Asst. Secretary ..	E. T. Nichols	New York.
General Solicitor	M. D. Grover	St. Paul, Minn.
Comptroller	R. I. Farrington	St. Paul, Minn.
Chief Engineer	John F. Stevens	St. Paul, Minn.
Land Commissioner	Samuel Hill	Minneapolis, Minn.
Assistant Land Commissioner ..	C. H. Babcock	St. Paul, Minn.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

[For Roads Not Making Operating Reports.]

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account.

Name.	Terminals.		By What Company Operated.	Under What Kind of Contract Operated.	Miles of Line.
	From.	To.			
St. Paul, Minneapolis & Manitoba Ry.	St. Paul and Minneapolis to,	St. Vincent, Minnesota; Neche, N. D.; Great Falls, Mont.; Everett, Wash.; and branch lines in the states of Minnesota, North Dakota and South Dakota.	Great Northern Railway Co.	Lease	3,719.57
Total mileage. ....	.....	.....	.....	.....	3,719.57

[ST. P. M. & M. R. R. CO.]

PROPERTY LEASED, OR OTHERWISE CONTROLLED
FOR OPERATION.

[For Roads Not Making Operating Reports, and for Subsidiary Operating Roads.]

The lines of this company were leased to the Great Northern Railway Co. on February 1, 1890, for a period of 999 years.

Lease recorded in office of the secretary of state, state of North Dakota, on the 13th day of May, 1890.

The Great Northern Railway Co. pays as rental: all interest, as same falls due, during the term of the lease, on this company's bonds, or for which this company may be liable or guarantor; quarterly a sum equal to $1\frac{1}{4}$ per cent on the capital stock of this company, free from all taxes; all taxes and assessments upon the property, gross earnings, or income of this company, as same shall become due and payable during the term of this lease; the sum of \$1,500 per month, or such portion thereof as shall be required for paying the expenses of maintaining this company's organization and the transaction of its necessary business.

[ST. P. M. & M. R. R. CO.]

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total amount Issued and Outstanding.	Dividends Declared During Year.	
					Rate.	Amount.
Capital Stock	\$ 200,000 00	\$ 100 00	\$ 20,000,000 00	\$ 20,000,000 00	6	\$ 12,000,000 00
Total.....	\$200,000 00	\$ 100 00	\$ 20,000,000 00	\$ 20,000,000 00	.....	\$ 12,000,000 00

CAPITAL STOCK.

Manner of Payment for Capital Stock.		Total Number Shares Issued and outstanding	Total Cash Realized.
Issued for cash.....	.....	150,000	\$ 5,000,000 00
Issued for reorganization.....	.....	150,000	15,000,000 00
Total.....	.....	200,000	\$ 20,000,000 00

NOTE—A dividend of $1\frac{1}{4}$ per cent has been paid quarterly out of rentals received from G. N. Railway Co.

[ST. P. M. & M. R. R. CO.]

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Per Cent.	Interest.		
	Date of Issue.	When Due.						When Payable.	Amount Accrued During Year.	Amount Paid During Year.
1st mortgage bonds...	1879	1909	\$ 8,000,000 00	\$ 8,000,000 00	\$ 419,800 00	.....	7	Jan. 1 & July 1	\$ 73,745 19	\$
2d mortgage bonds...	1879	1909	8,000,000 00	8,000,000 00	8,000,000 00	.....	8	April 1 & Oct. 1	480,000 00	.....
Dakota Ex. Mg. bonds.	1880	1910	6,000,000 00	5,676,000 00	5,676,000 00	5,483,612 65	6	May 1 & Nov. 1	840,560 00	.....
Con. mortgage bonds.	1883	1903	50,000,000 00	{ 13,344,000 00 20,318,000 00 }	{ 13,344,000 00 20,318,000 00 }	{ 13,344,000 00 18,553,000 00 }	6 4½	Jan. 1 & July 1	800,640 00	.....
Montana Ex. bonds...	1887	1987	25,000,000 00	19,307,000 00	.....	.....		Jan. 1 & July 1	910,800 00	.....
Less bonds in hands of trustees of Pacific extension mortgage in accordance with terms of the Pacific extension mortgage.	....	....	.....	11,502,000 00	.....	.....	4	June 1 & Dec. 1	312,200 00	.....
				7,805,000 00	7,805,000 00	6,295,877 50	4			.....
Pacific Ex. Mg. bonds.	1890	1940	£ 6,000,000 00	£3,950,000 00	28,948,484 85	28,948,484 85		Jan. 1 & July 1	581,818 18	.....
Total Mortgage bonds.	....	....	.....	.....	\$ 84,411,284 85	.....				\$ 3,490,853 37
Grand total .....	....	....	.....	.....	\$ 84,411,284 85	.....				\$ 3,490,853 37

[ST. P. M. & M. R. B. CO.]

EXPLANATORY REMARKS.

NOTE 2—Included in this amount are \$10,000,000, sold to stockholders under a resolution of the board of directors, passed April 12, 1888, paid for as follows: \$1,000,000 cash and railroad equipments and other property costing over \$9,000,000.

NOTE 3—The Pacific Extension bonds were issued and paid over to the Great Northern railway as payment on account of construction of line to the Pacific coast. Of the amount authorized, £3,000,000 (£2,950,000 of which have been executed) are in the hands of the trustees of Great Northern railway collateral trust mortgage as collateral.

NOTE 4—The amount of interest shown for Pacific Extension bonds, viz.: \$581,818.18, is 4 per cent on £3,000,000 at \$4,848,484 exchange, the balance of the bonds being deposited with the trustees of the Great Northern railway collateral trust mortgage as collateral.

NOTE 5—The interest on this company's bonds is paid by the Great Northern railway company, under contract for lease of this company's railway, dated February 1, 1890.

[ST. P. M. & M. R. R. CO.]

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest.	
			Am't Accrued During Year.	Amount Paid During Year.
Mortgage bonds	\$ 84,411,284 85	\$ 3,499,833 37	\$
Total.....	\$ 84,411,284 85	\$ 3,499,833 37	\$

[ST. P. M. & M. R. R. CO.]

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Amount.	Current Liabilities Accrued to and Including June 30, 1906.	Amount.
Cash	\$ 103,309 73	Audited vouchers and accounts	\$ 8,417 59
Bills receivable	692 60	Wages and salaries	1,271 65
Due from agents		Dividends not called for	
Due from solvent companies and individuals	66 26	Matured interest coupons unpaid (including coupons due July 1st)	
Net traffic balances due from other companies	/	Funds held subject to order of court	121,377 05
Other cash assets (excluding "Materials and Supplies")	\$ 116,355 46	Miscellaneous	
		Total—Current liabilities	\$ 131,066 29
Total—Cash and current assets	\$ 280,424 05	Balance—Cash assets	\$ 149,357 76
Total	\$ 280,424 05	Total	\$ 280,424 05

EXPLANATORY REMARKS.

NOTE—The amount shown as "Funds held subject to order of court" in current liabilities, represents proceeds from sale of disputed lands under litigation.

[ST. P. M. & M. R. R. CO.]

RECAPITULATION.

(A. For Mileage Owned by Road Making This Report.)

Account.	Total Amount Outstanding.	Apportionment.		Amount per Mile of Line.	
		To Railroads.	To Oth'r Prop'eties.	Miles.	Amount.
Capital stock.....	\$ 20,000,000 00	\$ 20,000,000 00	.....	8,770 42	\$ 5,804
Bonds—["Grand Total"].....	84,411,284 85	84,411,284 85	.....	8,770 42	22,888
Total.....	\$ 104,411,284 85	104,411,284 85	.....	.....	\$ 27,692

[ST. P., M. & M. R. R. CO.]
COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures During Year.		Total Cost to June 30, 1895.	Total Cost to June 30, 1896	Cost per Mile.
	Included in Operating Expenses.	Not Included in Operating Ex- penses.			
		Charged to Construction or Equipment.			
Construction:					
Right of Way	\$ 53,425 96	.....	.....	.....
Other Real Estate	791 50	.....	.....	.....
Fences.....	10,859 04	.....	.....	.....
Grading and Bridge and Culvert Masonry	17,000 80	.....	.....	.....
Bridges and Trestles.....	22,583 38	.....	.....	.....
Rails	187,358 31	.....	.....	.....
Buildings, Furniture, and Fixtures	62,272 73	.....	.....	.....
Shop Machinery and Tools	217 81	.....	.....	.....
Sidings and yard extensions	44,408 00	.....	.....	.....
Road built by contract.....	17,708 56	.....	.....	.....
Other Items.....	16,065 54	.....	.....	.....
Total construction	\$ 382,576 57	\$ 102,611,897 15	\$ 102,994,473 72	\$ 27,316 44

[ST. P., M. & M. R. R. CO.]
 COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.—CONTINUED.

ITEM.	Expenditures During Year.		Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
	Included in Operating Expenses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Equipment:					
Locomotives		\$ 2,892 71	.....	.....	.....
Passenger Cars
Sleeping, Parlor, and Dining Cars.....		106 13	.....	.....	.....
Baggage, Express, and Postal Cars.....		
Freight Cars.....		46,946 76	.....	.....	.....
Other Cars of all Classes.....		477 83	.....	.....	.....
Total Equipment		\$ 53,423 43	\$ 9,063,456 55	\$ 9,116,981 98	\$ 2,418 00
Grand total		\$ 436,000 00	\$ 111,675,355 70	\$ 112,111,355 70	\$ 28,794 44

[ST. P. M. & M. R. R. CO.]

INCOME ACCOUNT.

Income from lease of road		\$ 4,692,865 95
Miscellaneous income—less expenses	\$ 18,019 08	
Income from other sources		\$ 18,019 08
Total income		\$ 4,705,885 08
Deductions from income—		
Salaries and maintenance or organization	6,031 66	
Interest on funded debt accrued	3,499,858 37	
Total deductions from income		\$ 3,505,885 08
Net income		\$ 1,200,000 00
Dividends, 6 per cent stock	1,200,000 00	
Total		\$ 1,200,000 00
Surplus on June 30, 1885, [From "general balance sheet" 1895 report.]		\$ 1,909,446 51
Surplus on June 30, 1896, [For entry on "general balance sheet"].		\$ 1,909,446 61

[ST. P. M. & M. R. R. CO.]

MISCELLANEOUS INCOME.

Item.	Net Miscellaneous Income.
Accrued interest collected on consolidated mortgage bonds issued during year in exchange for first mortgage bonds collected to date of issue	\$ 18,019 08
Total	\$ 18,019 08

R. R. Com.--15.

[ST. P. M. & M. R. R. CO.]

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1895.		Assets.	June 30, 1896.		Year ending June 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$102,611,897 15	Cost of road.....	\$ 102,994,478 72	\$...	\$ 382,576 57	\$.....
9,003,458 55	Cost of equipment.....	9,116,881 96	.....	53,423 43	.....
.....	Stocks owned.....	.....	.....	.....	.....
.....	Bonds owned.....	.....	.....	.....	.....
.....	Other permanent investments.....	.....	.....	.....	.....
233,905 00	Premiums on bonds.....	372,260 00	.....	86,355 00	.....
.....	Redeemed and exchanged.....	.....	112,453,615 70	.....	.....
\$ 111,959,260 70
.....	Cash and current assets.....	.....	280,424 05	.....	657,460 84
987,894 89
.....	Grand total.....	.....	\$112,704,089 75	.....	183,106 84
\$ 112,897,145 59

IMPORTANT CHANGES DURING THE YEAR.

STATE OF NORTH DAKOTA.

Construction of cut over line between Casselton and Flemming.....	4.35 miles
Less tracks between Everett and Flemming removed.....	4.75 miles
Net decrease .....	.40 miles
Consolidated mortgage $4\frac{1}{2}$ per cent bonds issued on account—	
First mortgage bonds redeemed by trustees as provided by mortgage.....	\$ 1,400
Exchanged for first mortgage bonds during year ending June 30, 1896.....	1,858,600
First mortgage bonds redeemed by exchange—	
For consols.....	\$1,358,600
For cash.....	548,500
Total	\$1,902,100

[ST. P. M. & M. R. R. CO.]
SECURITY FOR FUNDED DEBT.

Class of Security.	From	To	Miles.
First mortgage bonds.....	St. Paul, Minn.....	International boundary, St. Vincent.....	399.015
	St. Cloud, Minn.	Sauk Rapids, Minn.....	2.441
	Minneapolis jct., Minn..	Breckenridge, Minn.....	205.390
	Crookston, Minn.	Red River, Minn.....	23.542
Second mortgage	Same lines as first mortg'e		624.388
Dakota extension mortgage	Morris, Minn.....	Brown's Valley, Minn..	46.680
	Barnesville, Minn.....	Neché, Dakota.....	182.060
	Red River	End of line, west.....	64.589
	Breckenridge, Minn.	Portland, Dakota.....	100.041
	Kipon, Dakota.....	Hope, Dakota.....	29.610
	Everest, Minn.....	Mayville, Dakota.....	45.520
	Same lines as first mortg'e		624.388
	Same lines as Dakota ex- tension mortgage		468.500
	St. Cloud, Minn.....	Willmar, Minn.	55.050
	Elk River, Minn.....	Milaca, Minn.....	31.800
Consolidated mortgage.....	Tintah, Minn.....	Evansville, Minn.....	32.031
	Minneapolis, Minn.	St. Cloud, Minn.	62.960
	St. Cloud, Minn.	Hinckley, Minn.....	66.510
	Sauk Centre, Minn.	Eagle Bend, Minn.	36.437
	Fergus Falls, Minn... ..	Pelican Rapids, Minn....	21.648
	Carlisle, Minn.....	Elizabeth, Minn.....	3.520
	Lake Junction, Minn.	Spring Park, Minn.....	6.
	Shirley, Minn.....	St. Hilaire, Minn.	21.800
	Moorhead, Minn.....	Halstad, Minn.....	34.
	Hutchinson Jct., Minn. ...	Hutchinson, Minn.....	53.067
	Benson, Minn.....	Watertown, Dakota.....	91.624
	Tintah, Minn.....	Ellendale, Dakota.....	104.321
	Rutland, Dakota.....	Aberdeen, Dakota.....	64.
	Moorhead, Minn.....	Wahpeton Dakota.....	43.

[ST. P. M. & M. R. R. CO.]

SECURITY FOR FUNDED DEBT—CONTINUED.

Class of security.	From	To	Miles.
Consolidated mortgage—Continued	End of track, Dakota	Montana boundary....	282.583
	Portland, Dakota	Langdon, Dakota	106.189
	Mayville, Dakota	Portland Jct., Dakota ...	5.086
	Rugby Junction, Dakota.	Bottineau, Dakota	38.659
	St. Cloud, Minn	End of track	2.530
	Carman, Minn	Fosston, Minn	44.690
	Churchs Ferry, Dakota..	St. John, Dakota	55.210
	Grafton, Dakota	Cavalier, Dakota	31.710
	Eagle Bend, Minn	Park Rapids, Minn	54.524
	Halstad, Minn	Alton, N. Dak	10.381
	St. Hilaire, Minn	Thief River Falls, Minn.	7.586
	St. Hilaire, Minn	Red Lake Falls, Minn...	10.131
Montana extension.	Addison, N. Dakota	Rita, N. D	11.78
	Dakota boundary	Great Falls, Mont	419.092
Pacific extension	Pacific Jct., Montana ...	Montana-Idaho State L..	383.40
	Pacific Jct., Montana	Everett, Wash	818.83

NOTE 1—By the terms of the mortgage, the Dakota extension mortgage in addition to the lines above enumerated thereunder, also covers all other lines owned by this company in North and South Dakota.

NOTE 2—In addition to the above, the first, second and consolidated mortgages cover:

Second track 30.766 miles.
 Third and fourth tracks..... 18.580 miles.
 Fifth track..... 2.319 miles.
 Sixth track 724 miles.

The above tracks are located between St. Paul and Fridley and Lake Junction, Minn.

NOTE 3—Montana extension bonds were issued upon line Pacific Junction to Montana-Idaho state line and placed in hands of trustees of Pacific extension mortgage to secure to holders of that mortgage the first lien to the above line in Montana, as the Montana extension mortgage covers all lines constructed in Montana.

[ST. P. M., & M. R. R. CO.]

DESCRIPTION OF EQUIPMENT.

Equipment leased to Great Northern railway and reported by that company.

[ST. P., M. & M. R. R. CO.]

C. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACKS).
MILEAGE.

State or Territory.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Owned.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Minnesota	1,332.03	.....	.....	.....	.....	.....	1,332.03	.08	117.32	1,214.76
Minnesota, 2, 3, 4, 5 & b tracks	50.85	.....	.....	.....	.....	.....	50.85	.69	.....	56.85
North Dakota	1,050.84	.....	.....	.....	.....	.....	1,050.84	.40	79.74	971.10
South Dakota ..	99.25	.....	.....	.....	.....	.....	99.25	.....	.....	99.25
Montana	801.97	.....	.....	.....	.....	.....	801.97	.....	.....	801.97
Idaho	82.70	.....	.....	.....	.....	.....	82.70	.....	.....	82.70
Washington	352.73	.....	.....	.....	.....	.....	352.73	.....	.....	352.73
Total mileage owned.....	3,770.42	.....	.....	.....	.....	.....	3,770.42	.32	197.06	3,573.36

[ST. P., M. & M. R. R. CO.]

MILEAGE—STATE OF NORTH DAKOTA.

C. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State of North Dakota.	Line Represented by Capital Stock.		Line Operated Under Lease.	Total Mileage Owned.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Main line	1,050.84	.....	.....	1,050.84	.40	79.74	971.10
Total mileage owned (single track.)	1,050.84	.....	.....	1,050.84	.40	79.74	971.10

[ST. P., M. & M. R. R. CO]

CHARACTERISTICS OF ROAD.-STATE OF NORTH DAKOTA.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Bridges—							
Stone							
Iron	2	244	....	98	....	146	....
Wooden	36	4,251	....	44	....	15 00	....
Combination							
Total	38	4,495	....			
Trestles	1,258	69,592	....	8	....	612	....

Gauge of track, 4 feet, 8½ inches; 1,050.84 miles.

[ST. P., M. & M. R. R. CO.]

TELEGRAPH.

(A. Owned by Company Making This Report.)

Miles of Line.	Miles of Wire.	Operated by This Company.		Operated by Another Company.		
		Miles of Line.	Miles of Wire.	Miles of Line.	Miles of Wire.	Name of Operating Company.
1,089.36	3,305.12	.....	.....	1,089.36	3,305.12	Owned jointly by G. N. Ry. and W. U. Tel. Co.

OATH.

STATE OF MINNESOTA,

COUNTY OF RAMSEY.

} ss.

We, the undersigned, Samuel Hill, president, and Robert I. Farrington, comptroller of the Saint Paul, Minneapolis and Manitoba Railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

SAMUEL HILL, President.

ROBT. I. FARRINGTON, Comptroller.

Subscribed and sworn to before me this 14th day of November, 1896.

MAGNUS LUNDBERG,

Notary Public, Ramsey county, Minnesota.

ANNUAL REPORT
OF THE
Minneapolis, St. Paul & Sault Ste. Marie Ry.
TO THE
COMMISSIONERS OF RAILROADS OF THE STATE OF NORTH DAKOTA
FOR THE YEAR ENDING JUNE 30, 1896.

HISTORY.

Name of common carrier making this report? Minneapolis, St. Paul & Sault Ste. Marie railway company.

Date of organization? June 11, 1888.

Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. The Menominee & Sault Ste. Marie was organized under the general incorporation laws of Michigan. The Minneapolis, Sault Ste. Marie & Atlantic railway company was organized in the year 1888, under the general incorporation laws of Wisconsin.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

The said two companies were consolidated in the year 1896 under paragraphs 3343 and 3344, pages 854 and 855, Howell's annotated statutes of Michigan, and section 833, supplement to the Revised Statute of Wisconsin.

The Minneapolis & Pacific railway company was organized in the year 1884, and the Minneapolis & St. Croix railway company in the year 1885, under the general incorporation laws of Minnesota.

The Aberdeen, Bismarck & Northwestern railway company was organized in the year 1888, under the general incorporation laws of the territory of Dakota.

In the year 1888, the said consolidated company, the said Minneapolis & Pacific railway company, and the said Minneapolis & St. Croix railway company, and the said Aberdeen, Bismarck & Northwestern railway company were consolidated and all their right, properties and franchises united and vested in one single corporation, the said Minneapolis, St. Paul & Sault Ste. Marie railway company, under the statutes above referred to and paragraphs 66, 67 and 68, pages 381 and 382, general laws of Minnesota for the year 1878 and chapter 94, general laws of Minnesota for the year 1881, and chapter 46, general laws of the territory of Dakota for the year 1876.

[M., ST. P. & S. STE. M. RY. CO.]

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
Thomas Lowry.....	Minneapolis, Minn.....	.... First Tuesday in June, 1897
W. D. Washburn.....	Minneapolis, Minn.....	.... First Tuesday in June, 1897
Wm. B. Dean.....	St. Paul, Minn.....	.... First Tuesday in June, 1897
Jno. S. Pillsbury.....	Minneapolis, Minn.....	.... First Tuesday in June, 1897
F. H. Peavy.....	Minneapolis, Minn.....	.... First Tuesday in June, 1897
W. C. Van Horne.....	Montreal, Canada.....	.... First Tuesday in June, 1897
Thos. G. Shaughnessy.....	Montreal, Canada.....	.... First Tuesday in June, 1897
Jno. Martin.....	Minneapolis, Minn.....	.... First Tuesday in June, 1897
C. H. Pettit.....	Minneapolis, Minn.....	.... First Tuesday in June, 1897
Wm. H. Bradley.....	Tomahawk, Wis.....	.... First Tuesday in June, 1897
R. B. Angus.....	Montreal, Canada.....	.... First Tuesday in June, 1897

Total number of stockholders at date of last election? 82.

Date of last meeting of stockholders for election of directors? Tuesday, June 2, 1896.

Give postoffice address of general office? Minneapolis, Minn.

Give postoffice address of operating office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, C. W. Gardner; title, auditor; address, Minneapolis, Minn.

[M., ST. P. & S. STE. M. RY. CO.]

OFFICERS.

Title.	Name.	Location of Office.
President.....	Thomas Lowry.....	Minneapolis, Minn.
First Vice President.....	Jno. Martin.....	" "
Secretary.....	C. F. Clement.....	" "
Treasurer.....	C. F. Clement.....	" "
General Solicitor.....	Alfred H. Bright.....	" "
Auditor.....	C. W. Gardner.....	" "
General Manager.....	F. D. Underwood.....	" "
Chief Engineer.....	W. W. Rich.....	" "
Superintendent.....	E. Pennington.....	" "
Division Superintendent.....	D. Willards.....	" "
Division Superintendent.....	F. C. Bachelder.....	" "
Supt. of Telegraph.....	H. A. Tuttle.....	" "
General Freight Agent.....	W. L. Martin.....	" "
Asst. Gen. Freight Agent.....	E. D. Parker.....	St. Paul, Minn.
General Passenger Agent.....	W. R. Callaway.....	Minneapolis, Minn.
Asst. Gen. Passenger Agent....	W. S. Thorn.....	St. Paul, Minn.
Supt. Car Service.....	H. L. Hunter.....	Minneapolis, Minn.
Purchasing Agent and Assistant to Manager.....	T. A. Switz.....	" "

[M., ST. P. & S. STE. M. RY. CO.]

PROPERTY OPERATED.

Name.	Terminals.		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named.
	From	To		
M., St. P. & S. Ste. M. Ry. Co., Main line	Sault Ste. Marie, Mich.....	Portal, N. D.....	1,089.22	.....
M., St. P. & S. Ste. M. Ry. Co., Main line	Northtown Junction, Minn.....	Camden Place, Minn.....	1.01	.....
Branches and Spurs.....	East from Gladstone, Mich.....	.....	1.10	.....
	East from Gladstone, Mich.....	.....	1.13	.....
	East from Masonville, Mich.....	.....	.39	.....
	East from Setif, Mich .....	.....	1.51	.....
	So. from Cherry, Mich.....	.....	.78	.....
	South from East Lake, Mich ...	.....	.61	.....
	So. from Marble Head, Mich....	.....	1.41	.....
	Dresser Jct., Wis.	St. Croix Falls, Wis.....	4.05	.....
	Brantwood, Wis.	End of track.....	4.57	.....
	North from Glen Flora, Wis.....	.....	.40	.....
	North from Prentice, Wis.....	.....	.53	.....
	No. from Rhineland, Wis.....	.....	.62	.....
	North from Armstrong, Wis....	.....	3.05	.....
	St. Paul, Minn...	C'dig'n Jc., Minn.	5.34	.....
	Hankinson, N. D.	Kulm, N. D.....	104.54	1,170.21
Northern Pacific Railway Co.	Terminals at Minneapolis...	.....	3.79	.....
Northern Pacific Railway Co.	Terminals at St. Paul .....	.....	2.85	.....
Northern Pacific Railway Co.	Northtown Jct...	Shoreham, Minn.	.72	.....
Great Northern Railway Co.	Minneapolis	St. Paul.....	11.00	.....
Duluth So. Shore & At. Ry. Co.	S. S. Marie "Y"...	S. S. Marie, Mich.	.84	19.30
Total carried forward.....	.....	.....	.....	465.36

[M., ST. P. & S. STE. M. RY. CO.]

PROPERTY OPERATED—STATE OF NORTH DAKOTA.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Minneapolis, St. Paul and Sault Ste. Marie, Railway Company, Main line.....	Bois de Sioux R..	Portal, N. D.	380.82	380.82
Branch Line.....	Hankinson, N. D.	Kulm, N. D.	104.54	104.54
Total mileage operated....	.....	.....	.....	1,188.71

[M. ST. P. & S. STE. M. RY CO.]

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total amount Issued and Outstanding.	Dividends Declared During Year.	
					Rate.	Amount.
Capital stock—Common	110,000 00	\$ 100 00	\$ 14,000,000 00	\$ 14,000,000 00	.....	\$ ... ..
Preferred	70,000 00	\$ 100 00	\$ 7,000,000 00	\$ 7,000,000 00	.....	\$ ... ..
Total	210,000 00	.....	\$ 21,000,000 00	\$ 21,000,000 00	.....	.....

NOTE—All stock of the present company was issued in exchange for stock of the constituent companies under articles of consolidation in June, 1888.

[M., ST. P. & S. STE. M. RY CO.]

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Per Cent.	When Payable.	Interest.	
	Date of Issue.	When Due.							Amount Accrued During Year.	Amount Paid During Year.
Minnesota & Pacific Ry first mortgage	Jan 1 1886	Jan 1 1886	\$ 4,230,000 00	\$ 4,230,000 00	\$ 3,207,000 }		$\frac{5}{4}$	Jan. and July	.....	.....
M., St. P. & S. M., & A. Ry, first mortgage.....	Jan 1 1886	Jan 1 1886	10,000,000 00	10,000,000 00	8,280,000 }	\$22,201,249 08	$\frac{5}{4}$	Jan. and July	.....	.....
M., St. P., & S. S. M. Ry. Consols.....	Jan 1 1886	Jan 1 1886	23,345,000 00	16,538,000 00	16,858,000 }		4	Jan. and July	.....	.....
									\$ 1,159,980 00	\$ 1,158,710 00
M., St. P. & S. S. M. Ry., income certificates.....	May 27 1890	July 1 1900	781,000 00	771,000 00	771,000	674,625 00	..	.....	.....	.....
Total .....	.....	.....	\$42,635,000 00	31,148,000 00	\$ 28,345,000	\$22,201,249 00*	..	.....	.....	.....
Income bonds.....	.....	.....	81,000 00	771,000 00	771,000	674,625 00	..	.....	.....	.....
Grand total.....	.....	.....	\$43,416,000 00	\$31,919,000 00	\$ 29,116,000	\$22,875,874 00	..	.....	\$ 1,159,980 00	\$ 1,158,710 00

[M., ST. P. & S. STE. M. RY. CO.]

FUNDED DEBT—CONTINUED.

EQUIPMENT TRUST OBLIGATIONS—A. GENERAL STATEMENT.

Series or Other Designation.	Date of Issue.	Term.	No. of Payments	Equipment Covered.	Remarks.
Railway Equipment Co.	Nov. 25, 1887.	10 years	120	185 box cars	Represented by 120 monthly notes of \$1,122.46 each, payable at Post, Martin & Co.'s office in New York. First one payable June 15, 1888.
British Wagon Company (Limited)	Nov. 1, 1892.	5 years	60	200 box cars	Represented by sixty monthly notes of \$1,000.80 each, payable to Oliver Adams, New York. First note due December 1, 1892.
Bristol Wagon & Carriage Co. (Limited) .	Nov. 1, 1892.	5 years	60	250 box cars	Represented by sixty monthly notes of \$1,000.80 each, payable to Oliver Adams, New York. First note due December 1, 1892.
Victoria Rolling Stock Company	Sept. 27, 1893.	10 years	20	1,000 box cars, 20 caboose cars, 20 locomotives.	Represented by twenty semi-annual notes, nineteen of \$41,816.80, one of \$40,973.35, payable at the Dominion Bank, Toronto, Canada. First note payable June 1, 1894.

[M., ST. P. & S. STE. M. RY. CO.]

FUNDED DEBT—CONTINUED.

B. STATEMENT OF AMOUNT.

Series or Other Designation.	Cash Paid on Delivery of Equipment.	Deferred Payments—Principal.		Deferred Payments—Interest.				Rate.
		Original Amount.	Amount Outstanding.	Original Amount.	Amount Outstanding.	Amt. Accrued During Year.	Amount Paid During Year.	
Railroad Equipment Co	\$ 9,977 42	\$ 134,686 20	\$ 20,204 28	.....	.....	.....	.....	.....
British Wagon Co. (Limited), ..	22,200 00	114,048 00	32,313 60	.....	.....	.....	.....	.....
Bristol Wagon & Carriage Co.	22,200 00	114,048 00	30,412 80	.....	.....	.....	.....	.....
Victoria Rolling Stock Co.....	153,764 01	986,256 59	628,408 58	.....	.....	.....	.....	.....
Western Equipment Co	11,800 00	45,200 00	.....	\$ 10,238 00	.....	\$ 385 51	\$ 385 51	7
Total.....	\$ 218,441 43	\$ 1,397,247 79	\$ 709,359 26	\$ 10,238 00	.....	\$ 385 51	\$ 385 51	

[M. ST. P. & S. STE. M. RY. CO.]

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds.....	\$ 31,148,000 00	\$ 28,345,000 00	\$ 1,159,930 00	\$ 1,158,710 00
Miscellaneous obligations.....	771,000 00	771,000 00	.....	.....
Equipment trust obligations.....	1,397,247 79	709,339 26	395 51	395 51
Total.....	\$ 33,316,247 79	\$ 29,825,339 26	\$ 1,160,325 51	\$ 1,159,105 51

[M., ST. P. & S. STE. M. RY. CO.]

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Amount.	Current Liabilities Accrued to and Including June 30, 1896.	Amount.
Cash.....	\$ 714,880 78	Receiver's certificates.....	\$.....
Bills receivable.....	3,886 00	Loans and bills payable.....	1,353,907 90
Due from agents.....	294,143 76	Audited vouchers and accounts.....	442,877 55
Due from solvent companies and individuals.....	157,750 28	Wages and salaries.....	215,801 59
Net traffic balances due from other companies.....	.....	Net traffic balances due to other companies.....	86,405 82
Other cash assets (excluding "Materials and Supplies").....	.....	Matured interest coupons unpaid (including coupons due July 1).....	651,690 00
		Rents due July 1.....	1,000 00
		Miscellaneous.....	31,007 88
Total—Cash and current assets.....	\$ 1,167,260 83	Total—Current liabilities.....	\$ 2,784,090 74
Balance—Current liabilities.....	\$ 1,616,829 91	Balance—Cash assets.....	.....
Total.....	\$ 2,784,090 74	Total.....	\$ 2,784,090 74

[M., ST. P. & S. STE. M. RY. CO.]

RECAPITULATION.

(A. For Mileage Owned by Road Making This Report.)

Account.	Total Amount Outstanding.	Apportionment.		Amount per Mile of Line.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock.....	\$ 21,000,000 00	\$ 21,000,000 00	.....	1,170 21	\$ 17,945 49
Bonds—["Grand Total"].....	29,116,000 00	29,116,000 00	.....	1,170 21	24,881 01
Equipment Trust Obligations.....	709,339 26	709,339 26	.....	1,170 21	608 16
Total.....	\$ 50,825,339 26	\$ 50,825,339 26	.....	.....	\$ 43,432 66

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

Name of Road.	Capital Stock.	Funded Debt.	Total.	Amount per Mile of Line.	
				Miles.	Amount.
M., St. P. & St. Ste. M. Ry. Co.....	\$ 21,000,000 00	\$ 29,825,339 26	\$ 50,825,339 26	1,170 21	\$ 43,432 66
Total carried forward.....	\$ 21,000,000 00	\$ 29,825,339 26	\$ 50,825,339 26	1,170 21	\$ 43,432 66

[M, ST. P. & S. STE. M. RY. CO.]
COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures During Year.		Total Cost to June 30, 1896.	Total Cost to June 30, 1896.	Cost per Mile.
	Included in Operating Expenses.	Not Included in Operating Ex- penses.			
		Charged to Construction or Equipment.			
Construction:					
Right of Way	\$ 5,257 74	\$ 623,623 59	\$ 623,890 13	\$ 537 41
Fences.....	768 81	146,896 41	147,608 25	126 14
Grading and Bridge and Culvert Masonry	33,437 29	5,651,145 62	5,694,591 91	4,857 75
Bridges and Trestles.....	4,693 62	1,355,786 56	1,400,480 18	1,196 78
Rails and Fastenings..	5,232,824 94	5,232,824 94	4,471 70
Ties	1,018,981 69	1,018,981 69	870 73
Other superstructure	88 29	656,135 59	656,223 88	560 78
Buildings, Furniture, and Fixtures	1,560 57	1,133,544 78	1,131,984 21	967 33
Shop Machinery and Tools	250 00	9,445 39	90,685 39	77 50
Engineering Expenses.....	65 08	448,824 03	448,889 11	383 59
Discount on Securities Sold for Construction.....	20,000 00	22,003,545 33	22,023,545 33	18,820 17
Telegraph Line.....	50 00	165,953 06	165,962 56	141 81
Wharfing, etc.....	391,031 90	391,031 90	334 15

[M, ST. P. & S. STE. M. RY. CO.]

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.—CONTINUED.

ITEM.	Expenditures During Year.		Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
	Included in Operating Expenses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Construction—Continued.					
Sidings and yard extensions	\$ 1,080 74	\$ 420,912 56	\$ 419,881 82	\$ 373 81
Terminal Facilities and Elevators.....	352,083 61	352,083 61	300 88
Other Items.....	25 88	1,089,855 47	1,089,880 85	888 63
Total construction	\$ 61,994 23	\$ 40,771,441 53	40,883,435 76	34,394 11
Equipment:					
Locomotives	1,221 11	1,049,249 86	1,050,470 49	897 68
Passenger Cars.....	208,845 29	208,845 29	176 76
Sleeping, Parlor, and Dining Cars.....	151,460 06	151,460 06	129 43
Baggage, Express, and Postal Cars.....	45,199 08	45,199 08	38 62
Combination Cars.....	32,434 96	32,434 96	27 76
Freight Cars.....	12,797 92	2,818,727 06	2,805,929 14	2,397 80
Other Cars of all Classes.....	4,240 00	212,311 60	208,071 60	177 81
Total Equipment	\$ 15,816 81	\$ 4,516,277 88	\$ 4,500,490 57	\$ 3,845 86
Grand total cost construction, equipment, etc.	\$ 46,177 42	\$ 45,287,718 91	\$ 45,338,898 33	\$ 38,789 97
Total cost construction equipment, etc.—N. D.....	\$ 5,787 84	\$ 11,558,182 62	\$ 11,558,970 46	\$ 24,838 77

[M. ST. P. & S. STE. M. RY. CO.]

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operations	\$	3,735,872 20	
Less operating expenses		2,332,471 48	
Income from operation			\$ 1,403,400 72
Total income			\$ 1,403,400 72
Deductions from income--			
Interest on funded debt accrued	\$	1,160,325 51	
Interest on interest-bearing current liabilities accrued, not otherwise provided for		41,739 97	
Taxes		96,678 87	1,298,744 35
Net income			\$ 104,656 37
Surplus from operations of year ending June 30, 1896	\$	104,656 37	
Deficit on June 30, 1895, [From "general balance sheet," 1895 report]		998,301 29	
			\$ 893,644 92
Deductions for year			100,291 70
Deficit on June 30, 1896, [For entry on "general balance sheet"			\$ 993,936 62

EXPLANATORY REMARKS.

Deductions for the year is due from loss on sale of two steamers, amounting to \$100,291.79.

[M., ST. P. & S. STE. M. RY. CO.]
EARNINGS FROM OPERATION.
 STATE OF NORTH DAKOTA.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger—			
Passenger revenue.....	\$ 62,786 98		
Total passenger revenue.....			\$ 62,786 98
Mail.....	60,268 13		
Express	12,539 86		
Extra baggage and storage.....	2,420 71		
Other items, sleeping cars	3,074 58		78,311 78
Total passenger earnings			\$ 141,098 76
Freight—			
Freight revenue	362,981 73		
Total freight revenue.....			\$ 362,981 73
Other items, demurrage, stoppage charges..	485 12		485 12
Total freight earnings			\$ 363,466 85
Total passenger and freight earnings...			\$ 504,565 61
Other earnings from operation—			
Telegraph companies	8,061 40		
Other sources.....	1,716 28		
Total other earnings.....			\$ 9,777 68
Total gross earnings from operation—N. Dak...			\$ 514,343 29
Total gross earnings from operation—Entire line			\$ 3,785,872 20

[M., ST. P & S. STE. M. RY. CO.]

STOCKS OWNED.**A. RAILWAY STOCKS.**

Name.	Total Par Value.	Income or Dividend Received.	Valuation.
Capital stock of this company	\$ 225,600 00	.....	\$ 225,600 00
Total	\$ 225,600 00	.....	\$225,600 00

B. OTHER STOCKS.

Name.	Total Par Value.	Income or Dividend Received.	Valuation.
New Jersey Bridge company.	\$ 500 00	.....	\$ 500 00
Total	\$ 500 00	.....	\$ 500 00
Grand total—A. and B.	\$ 226,100 00	.....	\$ 226,100 00

BONDS OWNED.**B. OTHER BONDS.**

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Village of Marine, Minn.	\$ 200 00	7	\$ 28 00	\$ 200 00
Chapin Mining company	40,200 00	6	.....	40,200 00
Total	\$ 40,400 00	.....	\$ 28 00	\$ 40,400 00
Grand total	\$ 40,400 00	.....	\$ 28 00	\$ 40,400 00

[M., ST. P. & S. STE. M. RY. CO.]
OPERATING EXPENSES.

Item.	Amount.
Maintenance of Way and Structures—	
Repairs of roadway.....	\$ 222,058 72
Renewals of rails.....	5,576 51
Renewals of ties.....	57,936 88
Repairs and renewals of bridges and culverts.....	55,921 87
Repairs and renewals of fences, road crossings, signs and cattle guards.....	3,543 46
Repairs and renewals of buildings and fixtures.....	29,661 20
Repairs and renewals of docks and wharves.....	7,353 41
Repairs and renewals of telegraph.....	5,742 04
Stationery and printing....	438 77
Other expenses.....	
Total	\$ 388,232 86
Maintenance of Equipment—	
Superintendence	\$ 24,771 41
Repairs and renewals of locomotives	184,069 97
Repairs and renewals of passenger cars	54,451 21
Repairs and renewals of freight cars	164,125 68
Repairs and renewals of work cars	7,871 82
Repairs and renewals of marine equipment.....	
Repairs and renewals of shop machinery and tools	13,819 03
Stationery and printing.....	1,848 29
Other expenses.....	
Total	\$ 450,927 41
Conducting Transportation—	
Superintendence	\$ 43,683 31
Engine and roundhouse men.....	206,852 51
Fuel for locomotives.....	302,224 38
Water supply for locomotives.....	16,972 59
Oil, tallow and waste for locomotives.....	7,561 19
Other supplies for locomotives.....	3,579 40

[M., ST. P. & S. STE. M. RY. CO.]

OPERATING EXPENSES.—CONTINUED.

Item.	Amount.
General Expenses—Continued.	
Other expenses.....	\$ 10,977 02
Total	\$ 119,356 97
Recapitulation of Expenses—	
Maintenance of way and structures	\$ 388,232 86
Maintenance of equipment.....	450,927 41
Conducting transportation.....	1,373,854 24
General expenses.....	119,356 97
Grand total.....	\$ 2,332,471 48
Percentage of expenses to earnings—entire line, 62.	
Operating expenses—State of North Dakota—	
Maintenance of way and structures.....	\$ 69,230 56
Maintenance of equipment.....	81,268 21
Conducting transportation.....	217,592 55
General expenses.....	16,909 26
Total	\$ 385,000 58
Percentage of expenses to earnings—North Dakota, 75.	

[M., ST. P. & S. STE. M. RY. CO.]

RENTALS PAID.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item. •	Total.
Tracks.....	Between Minneapolis and St. Paul	Great Northern Ry..	\$12,000 00	
		Northern Pacific Ry.	2,018 40	
	Shoreham and Camden Place.....			\$14,018 40
Terminals—				
Bridge	Sault Ste. Marie	New Jersey Bridge Co	\$24,484 65	
Terminals.	Sault Ste. Marie	D., S. S. & A. Ry....	4,500 00	
Terminals	Minneapolis	N. P. & G. N. Rys..	52,162 38	
Terminals.....	St. Paul	N. P. & G. N. Rys ..	26,722 04	
Total.....				\$107,869 05.
Grand total--Rents.				\$121,887 45

[M., ST. P. & S. STE. M. RY. CO.]

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1895.		Assets.	June 30, 1896.		Year ending June 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$ 40,771,441 53	\$	Cost of road.....	\$ 40,835,435 76	\$	\$ 64,964 23	\$
4,516,277 88	.....	Cost of equipment.....	4,500,460 57	.....	.....	15,816 81
226,100 00	.....	Stocks owned.....	226,100 00	.....	.....	.....
40,600 00	.....	Bonds owned.....	40,400 00	.....	.....	200 00
.....	.....	Other permanent investments.....	.....	.....	.....	.....
5,396,777 72	.....	Advances, new branches including A. B. & N. W. Ry	5,396,996 62	.....	221 90	.....
.....	50,951,196 63	.....	.....	50,997,395 65	.....	.....
224,628 91	224,628 91	Lands owned.....	241,400 99	241,400 99	16,572 08	.....
1,167,492 68	1,167,492 68	Cash and current assets	1,167,290 83	1,167,290 83	.....	20,231 53
.....	.....	Other Assets—	.....	.....	.....	.....
.....	.....	Equipment Trusts.....	.....	.....	.....	.....
218,824 18	.....	Materials and supplies.....	202,435 61	202,435 61	74,111 48	.....
.....	.....	Sinking fund.....	.....	.....	.....	.....
.....	.....	Sundries.....	.....	.....	.....	.....
.....	218,824 18	.....	.....	.....	.....	.....
996,801 29	996,801 29	Profit and loss.....	996,996 62	996,996 62	.....	4,364 67
\$ 53,580,148 60	\$ 53,580,148 60	Grand total.....	\$ 53,692,430 00	\$ 53,692,430 00	\$ 112,286 81	.....

[M. ST. P. & S. STE. M. RY. CO.]
COMPARATIVE GENERAL BALANCE SHEET.—CONTINUED.

June 30, 1895.		Liabilities.	June 30, 1896.		Year ending June 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$ 21,000,000 00	Capital stock.....	.....	\$ 21,000,000 00	\$	\$
.....	29,375,990 41	Funded debt.....	.....	29,325,339 26	.....	150,651 15
.....	2,520,757 77	Current liabilities.....	.....	2,784,090 74	263,332 97	.....
.....	88,000 00	Real estate mortgages.....	.....	88,000 00	.....	.....
.....	395 51	Accrued interest on funded debt not yet payable....	.....	.....	.....	395 51
.....	\$ 53,580,143 69	Grand total.....	.....	\$ 53,692,430 00	\$ 112,286 31	.....

[M., ST. P. & S. STE. M. RY. CO.]

IMPORTANT CHANGES DURING THE YEAR.

STATE OF NORTH DAKOTA.

(No important physical change except filling of number of bridges.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NORTH DAKOTA.

1. Western Express Co.—This company is operated in the interest of the D. S. S. & A. Ry., and the M. St. P. & S. Ste. M. Ry., the net earnings being divided on the gross earnings plan.
2. United States Postoffice Department --Minneapolis to Fairmount, \$108.46 per mile; Fairmount to Oakes, \$82.94 per mile; Hankinson to Valley City, \$1,190 per annum; Valley City to Portal, \$4,485.06 per annum.
3. Sleepers and Diners--This company owns its own sleepers and diners and operates them jointly with the Canadian Pacific Ry.
7. Telegraph Co.--This company owns and operates its own telegraph lines.

[M. ST. P. & S. STE. S. M. RY. CO.]

SECURITY FOR FUNDED DEBT.

Class of Bonds or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Line.	What Equip-ment Mortgaged.
	From	To	Miles.		
Minneapolis and Pacific Railway company, 1st mortgage.....	Minneapolis.....	Boynton, N. D.,.....	287.60	\$ 11,150 90	.....
Minneapolis, Sault Ste. Marie & Atlantic Railway company, 1st mortgage.....	Minneapolis, S. Ste. Marie and branches.....	St. Paul and St. Croix Falls.....	500.73	10,535 86	.....
Minneapolis, St. Paul & Sault Ste. Marie Railway company, 1st mortgage.....	Sault Ste. Marie and branches...	Portal, N. D.....	1,170.21	14,405 90	.....

[M., ST. P. & S. STE. M. RY. CO.]

EMPLOYES AND SALARIES.

STATE OF NORTH DAKOTA.

Class.	Number.	Total Number of Days Worked.	Total Yearly com- pensation.	Average Daily com- pensation.
General officers.....	3	989	\$ 8,721 58	\$ 9 29
Other officers.....	6	1,878	15,145 89	8 07
General office clerks.....	54	16,902	36,545 32	2 17
Station agents.....	32	10,016	15,925 32	1 59
Other station men.....	4	1,252	1,967 99	1 57
Enginemen.....	18	5,634	34,544 36	6 13
Firemen.....				
Conductors.....	12	3,756	13,844 73	3 69
Other trainmen.....	25	7,825	15,382 91	1 97
Machinists.....	1	313	525 08	1 68
Carpenters.....	7	2,191	4,512 29	2 06
Other shopmen.....	4	1,252	3,590 86	2 87
Section foremen.....	56	17,528	32,616 00	1 86
Other trackmen.....	60	18,760	21,327 13	1 14
Switchmen, flagmen and watchmen.....				
Telegraph operators and dispatchers.....	10	3,130	5,914 55	1 89
Employees—account floating equipment.....				
All other employes and laborers.....	40	12,520	17,571 36	1 40
Total (including "general officers"), North Dakota.....	332	103,916	\$ 228,135 32	\$ 2 20
Less "general officers".....	3	989	8,721 58	
Total (excluding "general officers"), North Dakota.....	329	102,977	\$ 219,413 74	\$ 2 13

[M., ST. P. & S. STE. M. RY. CO.]

EMPLOYES AND SALARIES.—CONTINUED.

STATE OF NORTH DAKOTA.

Class.	Number.	Total Number of Days Worked.	Total Yearly com- pensation.	Average Daily com- pensation.
Distribution of above—				
General administration.....	63	19,719	\$ 80,412 79	\$ 3 06
Maintenance of way and structures.....	136	48,823	71,514 49	1 47
Maintenance of equipment.....	12	3,736	8,623 18	2 30
Conducting transportation.....	101	31,613	87,579 86	2 77
Total (including "general officers"), North Dakota	332	103,916	\$ 228,135 32	\$ 2 19
Less "general officers".....	3	939	8,721 138	
Total (excluding "general officers"), North Dakota	329	102,977	\$ 219,413 74	\$ 2 13
Total (including "general officers"), entire line.....	2,065	646,345	\$ 1,315,996 64	\$ 2 38

[M., ST. P. & S. STE. M. RY. CO.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.--
STATE OF NORTH DAKOTA.

Item.	Column for Ton- age, Number Pas- sengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	276,738	\$
Number of passengers carried one mile.....	22,362,697	.....
Number of passengers carried one mile per mile of road.....	18,813	.....
Average distance carried	80.81	.....
Total passenger revenue.....		475,704 15
Average amount received from each passenger		1 71.697
Average receipts per passenger per mile.....		02.127
Total passenger earnings.....		694,166 15
Passenger earnings per mile of road.....		583 97
Passenger earnings per train mile		69.950
Freight traffic—		
Number of tons carried of freight earning revenue.....	2,067,979	.....
Number of tons carried one mile.....	475,608,532	.....
Number of tons carried one mile per mile of road.....	400,105	.....
Average distance haul of one ton.....	229.99	.....
Total freight revenue.....		3,006,713 73
Average amount received for each ton of freight		1 45.539
Average receipts per ton per mile		00.633
Total freight earnings.....		3,015,670 88
Freight earnings per mile of road.....		2,536 33
Freight earnings per train mile		1 80.512
Passenger and freight—		
Passenger and freight revenue.....		3,485,417 88
Passenger and freight revenue per mile of road.....		2,982 10
Passenger and freight earnings.....		3,709,887 03
Passenger and freight earnings per mile of road.....		3,120 59
Gross earnings from operation.....		3,735,872 20
Gross earnings from operation per mile of road.....		3,142 79
Gross earnings from operation per train mile		1 40.288

[M., ST. P. & S. STE. M. RY. CO.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—
STATE OF NORTH DAKOTA.—CONTINUED.

Item.	Column for Ton- nage, Number Pas- sengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Operating expenses.....	.....	\$ 2,332,471 48
Operating expenses per mile of road .....	.....	1,062 19
Operating expenses per train mile.....	.....	87.588
Income from operation .....	.....	1,403,400 72
Income from operation per mile of road.....	.....	1,180 60
Train mileage—		
Miles run by passenger trains.....	929,528	.....
Miles run by freight trains	1,482,068	.....
Miles run by mixed trains.....	251,407	.....
Total mileage trains earning revenue	2,663,003	.....
Miles run by switching trains	318,515	.....
Miles run by construction and other trains.....	83,922	.....
Grand total train mileage.....	2,065,440	.....
Mileage of loaded freight cars—east.....	199,230 24	.....
Mileage of loaded freight cars—west	135,386 70	.....
Mileage of empty freight cars—east.....	17,805 33	.....
Mileage of empty freight cars—west	77,109 69	.....
Average number of freight cars in train.....	26	.....
Average number of loaded cars in train	20	.....
Average number of empty cars in train.....	6	.....
Average number of tons of freight in train.....	285	.....
Average number of tons of freight in each loaded car...	14	.....

[M., ST. P. & S. STE. M. RY. CO.]

FREIGHT TRAFFIC MOVEMENT.

STATE OF NORTH DAKOTA.

[Company's Material Excluded.]

Commodity.	Freight Originating on This Road.	Freight Re- ceived from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
	Whole tons	Whole tons	Whole tons	Per Cent.
Products of agriculture—				
Grain	161,124	.....	161,124	53.41
Flour	4,304	.....	4,304	1.43
Other mill products	488	.....	488	.16
Hay	593	.....	598	.19
Tobacco .....	.....	.....	.....	.....
Cotton .....	.....	.....	.....	.....
Fruit and vegetables	604	182	786	.26
Other products of agriculture	280	28	288	.10
Products of animals—				
Live stock	8,628	11	8,639	2.86
Dressed meats	638	.....	638	.22
Other packing house products .....	.....	.....	.....	.....
Poultry, game and fish	85	249	334	.11
Wool	28	58	81	.03
Hides and leather	15	142	157	.05
Products of mines—				
Anthracite coal	180	2,417	2,597	.86
Bituminous coal	6,404	1,966	8,370	2.78
Coke .....	.....	.....	.....	.....
Ores .....	.....	7,306	7,306	2.42
Stone, sand and other like articles	264	.....	264	.10
Salt	12	603	615	.22
Products of forest—				
Lumber	46,097	24,183	70,280	23.90
Charcoal	6,897	.....	6,897	2.29
Manufactures—				
Petroleum and other oils	2,809	137	2,746	.87

[M., ST. P. & S. STE. M. RY. CO.]

FREIGHT TRAFFIC MOVEMENT.—CONTINUED.

STATE OF NORTH DAKOTA.

[Company's Material Excluded.]

Commodity.	Freight Originating on This Road.	Freight Re- ceived from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
	Whole tons	Whole tons	Whole tons	Per Cent.
Manufactures—Continued.				
Sugar	989		989	.31
Naval stores				
Iron, pig and bloom	482		482	.16
Iron and steel rails	297		297	.10
Other castings and machinery	3,693	22	3,715	1.23
Bar and sheet metal	47		47	.01
Cement, brick and lime	1,465	32	1,497	.50
Agricultural implements	1,354		1,354	.45
Wagons, carriages, tools, etc.	240		240	.09
Wines, liquors and beers	684		684	.22
Household goods and furniture	691	10	701	.23
Other manufactures				
Merchandise	8,779	403	9,182	3.05
Wire	1,159		1,159	.39
Miscellaneous—				
Other commodities not mentioned above	2,659	2,170	4,829	1.60
Total tonnage—North Dakota	261,704	39,914	301,618	100.00
Total tonnage—entire line	1,632,287	435,742	2,067,979	100.00

[M., ST. P. & S. STE M. R. R. CO.]

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased—						
Passenger	21	21	Westinghouse. ..	.....	.....
Freight.....	78	77	Westinghouse...	.....	.....
Switching	6	.....	.....	.....	.....
Total locomotives in service	106	98	.....	.....	.....
Less locomotives leased.....	26	26	Westinghouse ...	.....	.....
Total locomotives owned	79	72	.....	.....	.....
Cars—owned and leased—						
In passenger service—						
First class.....	15	15	Westinghouse ..	15	Trojan
Second-class cars	16	16	Westinghouse ...	16	Trojan
Combination cars.....	7	7	Westinghouse...	7	Trojan
Emigrant cars
Dining cars.....	3	3	Westinghouse ...	3	Trojan

[M., ST. P. & S. STE M. R. R. CO.]
DESCRIPTION OF EQUIPMENT.—CONTINUED.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Parlor cars.....
Sleeping cars	8	8	Westinghouse ...	8	Trojan
Baggage, express and postal cars	15	15	Westinghouse ...	15	Trojan
Other cars in passenger service
Total	64	64	Westinghouse ...	64	.....
In freight service—						
Box cars	4,818	671	Westinghouse ...	624	Trojan
Flat cars	705	50	Westinghouse ...	5	Washington
Stock cars	101	.....	.....	2	Hein
Coal cars, charcoal	53	.....	.....	.....	.....
Tank cars
Refrigerator cars	14	.....	.....	.....	.....
Other cars in freight service	160	.....	.....	12	Trojan
Total	5,861	721	.....	150	Janney
.....	788	.....

[M., ST. P. & S. STE. M. R. R. CO.]

DESCRIPTION OF EQUIPMENT.—CONTINUED.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
In company's service—						
Officers' and pay cars	4	4	Westinghouse ...	4	..... Trojan
Gravel cars	52	50	Westinghouse. .	.....	.....
Derrick cars	2	.....	.....	.....	.....
Caboose cars	73	.....	.....	.....	.....
Other road cars	8	.....	.....	.....	.....
Total	139	54	.....	4	.....
Total cars in service	6,054	889	.....	881	.....
Less cars leased	2,098	400	Westinghouse ...	394	..... Trojan
Total Cars owned	3,956	489	.....	487	.....
Cars contributed to fast freight, line service	479	.....	.....	52	..... Trojan

Other cars in freight service: Ore cars, 150; furniture, 10, total 160.

[M., ST. P. & S. STE. M. RY. CO.]

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs							Iron.	Steel.
Miles of single track.....	1,039.22	130.99	.....	.....	.....	18.50	1,188.71	.....	.....	1,170.21
Miles of second track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of third track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track and sidings, main line and branches.....	133.00	.....	.....	.....	.....	.....	133.	.....	.....	133.
Miles of fifth track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total mileage operated (all tracks).....	1,172.22	130.99	.....	.....	.....	18.50	1,321.71	.....	.....	1,303.21

[M. ST. P. & S. STE. M. RY. CO.]

MILEAGE.

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACKS).

State or Territory.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Owned.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Michigan	192.01	6.88	.....	.....	.....	.34	199.23	.....	.....	198.89
Wisconsin	262.80	13.22	.....	.....	.....	.....	276.02	.....	.....	276.02
Minnesota	223.59	6.35	.....	.....	.....	18.16	243.10	.....	.....	229.94
North Dakota	390.82	104.54	.....	.....	.....	.....	465.36	.....	.....	465.36
Total mileage operated (all tracks)	1,089.22	130.99	.....	.....	.....	18.50	1,188.71	.....	.....	1,170.21

[M., ST. P. & S. STE. M. RY. CO.]

MILEAGE

C. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	Line Represented by Capital Stock.		Line Operated Under Lease.	Total Mileage Owned.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Michigan.....	192.01	6.86	.....	198.89	.....	.....	198.89
Wisconsin.....	262.80	13.23	.....	276.03	.....	.....	276.03
Minnesota.....	228.59	6.35	.....	234.94	.....	.....	228.94
North Dakota.....	360.82	104.54	.....	465.36	.....	.....	465.36
Total mileage owned (single track.)	1,089.22	180.99	.....	1,170.21	.....	.....	1,170.21

[M. ST. P. & S. STE. M. RY CO.]
MILEAGE—STATE OF NORTH DAKOTA.
A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	Line Represented by Capital Stock.		Line Operated Under Lease.	Total Mileage Operated.	New line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Miles of single track.....	386.82	104.54	.....	485.36	.....	.....	485.36
Miles of yard track and sidings on main line and branches	25.56	.....	.....	25.56	.....	.....	25.56
Total Mileage operated (all tracks) ..	386.38	104.54	.....	480.92	.....	.....	480.92

[M., ST. P. & S. STE. M. RY CO.]

MILEAGE--STATE OF NORTH DAKOTA--CONTINUED.

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES. (SINGLE TRACK)

State of North Dakota.	Line Represented by Capital Stock.		Line Operated Under Lease.	Total Mileage Operated.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
M, St P & S. S. M. Ry.....	360.82	104.51	.....	465.36	.....	.....	465.36
Total mileage operated (single track).....	360.82	104.54	.....	465.36	.....	.....	465.36

[M. ST. P. & S. STE. M. RY CO.]

MILEAGE—STATE OF NORTH DAKOTA.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	Line Represented by Capital Stock.		Line Operated Under Lease.	Total Mileage Operated.	New line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Miles of single track.....	380.82	104.54	.....	485.36	.....	.....	485.36
Miles of yard track and sidings on main line and branches	25.56	.....	.....	25.56	.....	.....	25.56
Total Mileage operated (all tracks) ..	386.38	104.54	.....	490.92	.....	.....	490.92

[M., ST. P. & S. STE. M. RY CO.]

MILEAGE—STATE OF NORTH DAKOTA—CONTINUED.

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES. (SINGLE TRACK)

State of North Dakota.	Line Represented by Capital Stock.		Line Operated Under Lease.	Total Mileage Operated.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
M, St P. & S. S. M. Ry.....	380.82	104.54	.....	485.36	.....	.....	485.36
Total mileage operated (single track)....	380.82	104.54	.....	485.36	.....	.....	485.36

[M., ST. P. & S. STE. M. RY. CO.]

RENEWALS OF RAILS AND TIES—STATE OF NORTH DAKOTA.

New Rails Laid During Year.				New Ties Laid During Year.		
Kind.	Tons.	Weight Per Yard.	Average Price Per Ton at Distributing Point.	Kind.	Number.	Average Price at Distributing Point.
Steel, 60 lb.	180	60 lb.	\$ 30 00	Hard... ..	1,188	\$.89½
				Soft... ..	19,647	.19
				Soft culls... ..	130	.10
				Switch... ..	189	.60
				Bridge... ..	228	.40
Total steel... ..	180			Total... ..	21,877	

[M., ST. P. & S. STE. M. RY. CO.]

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal--Tons.		Wood--Cords.		Total Fuel Consumed--Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	5,223.76	.....	180.91	5,238.21	291,372	36.36
Freight	11,883.73	.....	198.68	11,980.57	288,980	82.82
Switching
Construction	161.92	.....	6.08	164.96	8,679	37.93
Total	17,269.41	.....	330.67	17,434.74	588,699	56.20
Average cost at distributing point.....	\$ 2.39	.....	\$ 1.60	.....	.....	.....

[M., ST. P. & S. STE. M. RY. CO.]

ACCIDENT TO PERSONS.

STATE OF NORTH DAKOTA.

Kind of Accident.	Employees.							
	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employees.		Total.	
	Killed.	Inj'ed.	Killed.	Inj'ed.	Killed.	Inj'ed.	Killed.	Inj'ed.
Coupling and uncoupling...	6	.....	.....	.....	.....	.....	6
Falling from trains and engines.....	2	.....	.....	.....	3	.....	5
Other causes.....	6	.....	.....	.....	2	.....	8
Total	14	.....	.....	.....	5	.....	19

EXPLANATORY REMARKS.

TRAINMEN INJURED BY OTHER CAUSES.

Brakeman.....	Ankle sprained .....	...Foot caught on brake beam
Brakeman.....	Side injured.....	.....Slipped
Brakeman.....	Back sprained .....	.....Slipped
Brakeman.....	Foot bruised .....	.....Dropped pilot bar
Brakeman.....	Elbow bruised .....	.....Rotary plow
Brakeman.....	Back sprained .....	.....Tripped on wire

[M. ST. P. & S. STE. M. RY. CO.]
CHARACTERISTICS OF ROAD.

Working Divisions or Branches.			Alignment.			Profile.					
From	To	Miles.	No. of Curva.	Aggregate Length of Curved Line—Miles.	Length of Straight Line—Miles.	Ascending Grades.			Descending Grades.		
						No.	Sum of Ascent—Feet.	Aggregate Length of Ascending Grades—Miles.	No.	Sum of Descent—Feet.	Aggregate Length of Descending Grades—Miles.
Minneapolis.....	Sault Ste. Marie.	490.94	448	89.58	401.11	1,079	4,877	179.84	1,087	502	182.9
Cardigan Junction.	St. Paul.....	5.34	13	2.41	2.93	5	3	1.31	13	11.1	2.71
Dresser Junction..	St. Croix Falls..	4.05	8	1.43	2.62	14	9	1.29	9	123	2.25
Minneapolis.....	Kulm.....	308.46	177	28.56	279.90	873	3,425.	138.68	680	294.2	87.78
Hankinson.....	Portal.....	344.86	169	40.41	303.95	232	2,292.6	135.71	167	1,429	86.95
Shorcham.....	Camden Pl.....	1.01	3	.44	.57	.....	.....	.....	2	8.5	.39
East of Gladstone	.....	1.10	3	.40	.70	1	9	.08	2	11.3	.50
East of Gladstone	.....	1.13	2	.25	.88	1	21.3	.42	2	2	.31
E. of Masonville,	.....	.39	2	.39	.....	2	1.8	.13	2	7.9	.16
E. of Setif.....	.....	1.51	10	1.10	.41	6	9.3	.43	6	50.2	1.08
South of Cherry..	.....	.73	2	.34	.39	1	.7	.07	2	8.6	.53
S. of East Lake, ..	.....	.61	3	.32	.29	2	9.7	.14	3	20.5	.47
S. of Marblehead.	.....	1.41	5	.31	1.10	3	54	1.29	2	6	.12
Brantwood.....	End of Track....	4.57	5	1.45	3.12	3	45.6	1.08	5	109.1	2.50

[M., ST. P. & S. STE. M. RY. CO.]
CHARACTERISTICS OF ROAD—CONTINUED.

Working Divisions or Branches.			Alignment.			Profile.						
From	To	Miles.	No. of Curves.	Aggregate Length of Curved Line—Miles.	Length of Straight Line—Miles.	Length of Level—Miles.	Ascending Grade.			Descending Grade.		
				No.	Sum of Ascents—Feet.		Aggregate Length of Ascending Grades—Miles.	No.	Sum of Descents—Feet.	Aggregate Length of Descending Grades—Miles.		
N. of Glen Flora.40	3	.26	.14	.....	2	15.3	.19	1	17.2	.22
N. of Prentice...53	3	.46	.07	.....	1	21	.33	1	12.5	.20
N. of Rhinlander62	2	.24	.38	.30	1	.7	.02	2	4.9	.30
N. of Armstrong.	3.05	7	1.41	1.46	.84	2	42.5	1.53	3	19.3	.68
Total		1,170.31	835	170.01	1,000.20	327.65	2,228	10,832.4	472.51	1,999	2,662.2	370.05

[M., ST. P. & S. STE M. RY. CO.]

CHARACTERISTICS OF ROAD.—STATE OF NORTH DAKOTA.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Bridges—							
Stone .....		.....	.....	.....	.....	.....	.....
Iron.....		.....	.....	.....	.....	.....	.....
Wooden	169	28,515	...	80	.....	1,455	.....
Combination .....		.....	.....	.....	.....	.....	.....
Total.....	169	28,515	.....	.....	.....	.....	.....
Trestles .....		.....	.....	.....	.....	.....	.....

Gauge of track, 4 feet, 8½ inches; 465.86 miles.

[M., ST. P. & S. STE M. RY. CO.]

TELEGRAPH.

(A. Owned by Company Making This Report.)

Miles of Line.	Miles of Wire.	Operated by This Company.		Operated by Another Company.		
		Miles of Line.	Miles of Wire.	Miles of Line.	Miles of Wire.	Name of Operating Company.
465.1	842.4	465.1	842.4	.....	.....	.....

[M. ST. P. & S. STE. M. RY. CO.]

MILEAGE PAID FOR YEAR ENDING JUNE 30, 1896.

Name of Owner.	Description.	Rate.			Amount.
		1 c.	3-4 c.	6 10 c.	
Armour Car Lines.....	Refrg.	\$ 201 81	\$ 545 83	\$.....	.....
Armour Car Lines.....	Box	.....	.....	27 81	.....
Arms Palace H. C.....	Stock	.....	.....	8 07	.....
Anglo A. P. Co.	Refrg.	.....	429 58	.....	.....
American C. C. D.....	Box	.....	.....	69 78	.....
Burton Stock Car.....	Stock	.....	.....	8 26	.....
Bristol Horse Car Co.....	Stock	.....	.....	2 94	.....
Canada C. C. Co	Stock	.....	.....	3,250 84	.....
Cudahy Refrigerator Line.....	Refrg.	250 13	67 68	.....	.....
Cudahy Milwaukee R. L.....	Refrg.	.....	52	.....	.....
Craig Oil Tank Co.....	Tank	.....	140 76	.....	.....
Cornplanter Tank Line	Tank	.....	6 70	.....	.....
Chicago R. C. L.	Refrg.	.....	66 48	.....	.....
Commerce Desp. Line.....	Box	.....	.....	11 17	.....
Cont. Refrigerator Co.....	Tank	.....	6 69	.....	.....
Dold Packing Co.....	Refrg.	5 64	.....	.....	.....
Empire Oil Works.....	Tank	.....	5 10	.....	.....
Ellsworth J. W. & Co.....	Box	.....	.....	1 80	.....
Globe Tank Line.....	Tank	.....	6 69	.....	.....
Hammond Refrigerator Line.....	Refrg.	70 59	69 55	.....	.....
K. C. D. B. L.....	Refrg.	9 94	667 51	46.71	.....
K. C. D. B. L.....	Ventl.	.....	.....	3 38	.....
Keystone P. H. C. Co.....	Stock	.....	.....	1.34	.....
Laurel Hill C. Co.....	Box	.....	.....	8.08	.....
Lipton Refrigerator line.....	Refrg.	45 12	.....	.....	.....
Minneapolis Stock Yards & P. Co.	Refrg.	.....	63 59	3 63	.....
Mather Horse & Stock Car Co.....	Stock	.....	.....	8 69	.....
Manhattan Oil Co.....	Tank	.....	25 19	.....	.....
Moran Refrigerator Line.....	Refrg.	11 28	.....	.....	.....
Nelson, Morris & Co.....	.....	.....	18 27	.....	.....

[M., ST. P. & S. STE. M. RY. CO.]

MILEAGE PAID FOR YEAR ENDING JUNE 30, 1896—
CONTINUED.

Name of Owner.	Description	Rate.			Amount.
		1 c.	3-4 c.	6-10 c.	
Paragon Refining Co.....	Tank	\$.....	\$ 276 42	\$.....	.....
Peoria Malting Co.....	Refgr.	.....	.....	2 44	.....
Peerless Tank Line.....	Tank	.....	6 70	.....	.....
Plankinton R. Co.....	Refgr.	.....	1 09	.....	.....
Penn. Refrigerator Co.....	Tank	.....	1 67	.....	.....
Streets Stable Car Co.....	Stock	.....	.....	28 21	.....
Swift Refrigerator Line.....	Refgr.	13 31	23 82	.....	.....
Swift Refrigerator Line.....	Box	.....	12 49	.....	.....
St Paul Refrigerator Car line.....	Refgr.	.....	1,889 27	.....	.....
Sun Oil Line.....	Tank	.....	6 70	.....	.....
Union Tank Line.....	Tank	.....	854 51	.....	.....
Union Tank Line.....	Box	.....	.....	1 18	.....
Washington Refrigerator Co.....	Tank	.....	3 34	.....	.....
West Roll S. & E. Co.....	Box	.....	.....	12 06	.....
Totals.....	.....	\$ 607 73	\$ 5,176 74	\$ 3,496 87	.....

OATH.

STATE OF MINNESOTA,

COUNTY OF HENNEPIN.

} ss.

We, the undersigned, F. D. Underwood, general manager, and C. W. Gardner, auditor of the Minneapolis, Saint Paul and S. Ste. M. Railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

F. T. UNDERWOOD, General Manager.

G. A. GARDNER, Auditor.

Subscribed and sworn to before me this 24th day of October, 1896.

W. R. COLLINS,
Notary Public, Minneapolis.

ANNUAL REPORT
OF THE
Chicago, Milwaukee & St. Paul Railway Co.

TO THE
COMMISSIONERS OF RAILROADS OF THE STATE OF NORTH DAKOTA
FOR THE YEAR ENDING JUNE 30, 1896.

HISTORY.

Name of common carrier making this report? Chicago, Milwaukee & St. Paul Railway Company.

Date of organization? May 5, 1868.

Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Wisconsin.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. No consolidations.

Date and authority for each consolidation? No consolidations.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Formed on the foreclosure of a portion of the LaCrosse and Milwaukee railroad. Organized under the Revised Statutes of Wisconsin, 1858, chapter 79, section 33.

[C., M. & S. P. RY CO.]

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
Philip D. Armour	Chicago .....	..... September, 1896
August Belmont	New York .....	..... September, 1896
Frank S. Bond	New York .....	..... September, 1896
Charles D. Coster	New York .....	..... September, 1896
Charles D. Dickey, Jr.	New York .....	..... September, 1896
Peter Geddes	New York .....	..... September, 1896
Frederick Layton	Milwaukee .....	..... September, 1896
Joseph Milbank	New York .....	..... September, 1896
Roswell Miller	Chicago .....	..... September, 1896
J. M. McKinlay	New York .....	..... September, 1896
Wm. Rockefeller	New York .....	..... September, 1896
Samuel Spencer	New York .....	..... September, 1896
A. Van Santvoord	New York .....	..... September, 1896

Total number of stockholders at date of last election? 4198.

Date of last meeting of stockholders for election of directors? September 21, 1895.

Give postoffice address of general office? Chicago, Illinois.

Give postoffice address of operating office? Chicago, Illinois.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, W. N. D. Winne; title, general auditor; address, Chicago, Illinois.

[C., M. & ST. P. RY. CO.]

OFFICERS.

Title.	Name.	Location of Office.
President	Roswell Miller	Chicago
First Vice President	Frank S. Bond	New York
Second Vice President	A. J. Earling	Chicago
Secretary	P. M. Myers	Milwaukee
Treasurer	F. G. Ranney	Chicago
General Solicitor	Burton Hanson	Chicago
General Counsel	G. R. Peck	Chicago
Assistant General Solicitor	H. H. Field	Chicago
Assistant General Solicitor	C. B. Keeler	Chicago
Comptroller	E. Q. Sewall	Chicago
General Auditor	W. N. D. Winne	Chicago
Assistant General Auditor	R. S. Dousman	Chicago
General Manager	A. J. Earling	Chicago
Chief Engineer	D. J. Whittemore	Chicago
General Superintendent	W. G. Collins	Chicago
Asst. General Superintendents	Three in number	Chicago
Division Superintendent	Sixteen in number	Milwaukee
Supt. of Telegraph	W. J. Fry	Chicago
General Traffic Manager	A. C. Bird	Chicago
General Freight Agent	J. H. Hiland	Chicago
Asst. Gen. Freight Agents	Five in number	Chicago
General Passenger and Ticket Agent	G. H. Heafford	Chicago
Asst. Gen. Passenger Agents	Two in number	Chicago
Asst. Gen. Passenger and Ticket Agent	G. S. Marsh	Chicago
Asst. General Ticket Agent	A. F. Merrill	Chicago
General Baggage Agent	W. D. Carrick	Milwaukee
Land Commissioner	H. G. Haugan	Milwaukee

REPORT OF COMMISSIONERS OF RAILROADS,

[C., M. & ST. P. RY. CO.]

PROPERTY OPERATED.

(For Roads Making Operating Reports.)

MILES OF ROAD.

From	To	Illinois.	Wiscon- sin.	Iowa.	Minne- sota.	North Dakota.	South Dakota.	Missouri	Michi- gan.	Total
Chicago	Milwaukee	44.67	37.92	.....	.....	.....	.....	.....	.....	82.59
Rondout	Libertyville	3.03	.....	.....	.....	.....	.....	.....	.....	8.00
Chicago	Llewellyn Park	13.59	.....	.....	.....	.....	.....	.....	.....	13.59
North Chicago	Pacific Junction	3.39	.....	.....	.....	.....	.....	.....	.....	3.39
Pacific Junction	Savanna	133.02	.....	.....	.....	.....	.....	.....	.....	133.02
Galewood	Dunning	2.98	.....	.....	.....	.....	.....	.....	.....	2.98
Savanna	Council Bluffs	2.30	.....	349.18	.....	.....	.....	.....	.....	351.48
Elk River Junction	Clinton .....	.....	.....	10.05	.....	.....	.....	.....	.....	10.05
Davenport	Jackson Junction .....	.....	.....	151.50	.....	.....	.....	.....	.....	151.50
Eldridge	Hurstville .....	.....	.....	34.61	.....	.....	.....	.....	.....	34.61
Paralta	Farley .....	.....	.....	43.63	.....	.....	.....	.....	.....	43.63
Marion	Ottumwa .....	.....	.....	97.00	.....	.....	.....	.....	.....	97.00
Ottumwa Junction	Coburg .....	.....	.....	63.27	.....	.....	.....	140.27	.....	202.54
Racine	Kittredge	50.83	69.31	.....	.....	.....	.....	.....	.....	119.94
Savanna	Port Byron Junction	47.70	.....	.....	.....	.....	.....	.....	.....	47.70
Elkhorn	Eagle .....	.....	16.59	.....	.....	.....	.....	.....	.....	16.59
Rockton	Rockford	14.94	.....	.....	.....	.....	.....	.....	.....	14.94

[C, M & ST. P. RY. CO.]
PROPERTY OPERATED.--CONTINUED.
 (For Roads Making Operating Reports.)

MILES OF ROAD.

From	To	Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Michigan.	Total.
Milwaukee.....	Prairie du Chien.....	.....	195.86	.....	.....	.....	.....	.....	.....	195.86
Stock yards, Milwaukee.....	Merrill Park.....	.....	.80	.....	.....	.....	.....	.....	.....	.80
Mazomanie.....	Prairie du Sac.....	.....	10.87	.....	.....	.....	.....	.....	.....	10.87
Lone Rock.....	Richland Center.....	.....	16.22	.....	.....	.....	.....	.....	.....	16.22
Milton.....	Shullsburg.....	.....	76.94	.....	.....	.....	.....	.....	.....	76.94
Janesville.....	Beloit.....	.....	13.86	.....	.....	.....	.....	.....	.....	13.86
Brodhead.....	New Glarus.....	.....	22.78	.....	.....	.....	.....	.....	.....	22.78
Warren.....	Mineral Point.....	1.01	31.28	.....	.....	.....	.....	.....	.....	32.29
Calamine.....	Platteville.....	.....	17.08	.....	.....	.....	.....	.....	.....	17.08
South Milwaukee.....	La Crosse.....	.....	196.37	.....	.....	.....	.....	.....	.....	196.37
Watertown Junction.....	Madison.....	.....	36.48	.....	.....	.....	.....	.....	.....	36.48
Portage City.....	East Madison.....	.....	33.01	.....	.....	.....	.....	.....	.....	33.01
New Lisbon.....	Necedah.....	.....	12.74	.....	.....	.....	.....	.....	.....	12.74
Viroqua Junction.....	Viroqua.....	.....	32.17	.....	.....	.....	.....	.....	.....	32.17
North La Crosse.....	Onalaska.....	.....	3.76	.....	.....	.....	.....	.....	.....	3.76
Tomah.....	Sar Lake.....	.....	190.30	.....	.....	.....	.....	.....	.....	190.30
Chestnut St., Milwaukee.....	Portage City.....	.....	100.27	.....	.....	.....	.....	.....	.....	100.27

[C., M. & ST. P. RY. CO.]
PROPERTY OPERATED—CONTINUED.
 (For Roads Making Operating Reports.)
 MILES OF ROAD.

From	To	Illinois.	Wiscon- sin.	Iowa.	Minne- sota.	North Dakota.	South Dakota.	Missouri	Michi- gan.	Total.
Merrill Park.....	North Milwaukee.....	.....	.....	.....	.....	.....	.....	.....	.....	6.17
Cement Line Junction.....	Rock.....	.....	1.06	.....	.....	.....	.....	.....	.....	1.06
Iron Ridge.....	Fond du Lac.....	.....	28.52	.....	.....	.....	.....	.....	.....	28.52
Horicon.....	Berlin.....	.....	42.80	.....	.....	.....	.....	.....	.....	42.80
Brandon.....	Markesan.....	.....	11.49	.....	.....	.....	.....	.....	.....	11.49
Ripon.....	Oskosh.....	.....	19.09	.....	.....	.....	.....	.....	.....	19.09
Rush Lake Junction.....	Winneconne.....	.....	14.89	.....	.....	.....	.....	.....	.....	14.89
Sabula Junction.....	River Junction.....	.....	.....	136.18	24.98	.....	.....	.....	.....	161.11
Bellevue.....	Cascade.....	.....	.....	35.77	.....	.....	.....	.....	.....	35.77
Turkey River Junction.....	West Union.....	.....	.....	58.54	.....	.....	.....	.....	.....	58.54
Waukon Junction.....	Waukon.....	.....	.....	23.95	.....	.....	.....	.....	.....	23.95
Reno.....	Preston.....	.....	.....	.....	57.77	.....	.....	.....	.....	57.77
North La Crosse.....	St. Paul.....	1.39	.....	.....	128.42	.....	.....	.....	.....	129.81
St. Paul.....	Minneapolis.....	.....	.....	.....	8.80	.....	.....	.....	.....	8.80
St. Croix Junction.....	Stillwater.....	.....	.....	.....	24.78	.....	.....	.....	.....	24.78
Wabasha.....	Zumbrota.....	.....	.....	.....	60.21	.....	.....	.....	.....	60.21
Wabasha.....	Chippewa Falls.....	.....	59.55	.....	1.58	.....	.....	.....	.....	61.36

[C., M. & ST. P. RY. CO.]
PROPERTY OPERATING—CONTINUED.
 (For Making Operating R. ports.)
 MILES OF ROAD.

From	To	Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri	Michigan.	Total.
Red Cedar Junction.....	Cedar Falls.....	.....	20.47	.....	.....	.....	.....	.....	.....	20.47
North McGregor.....	Chamberlain.....	.....	.....	291.48	.....	.....	149.77	.....	.....	441.25
Beulah.....	Elkader.....	.....	.....	19.20	.....	.....	.....	.....	.....	19.20
Spencer.....	Spirit Lake.....	.....	.....	20.18	.....	.....	.....	.....	.....	20.18
Rock Valley.....	Eden.....	.....	.....	8.99	.....	.....	.39	.....	.....	9.38
Marion Junction.....	Running Water.....	.....	.....	.....	.....	.....	62.85	.....	.....	62.85
Calmar.....	Minneapolis.....	.....	.....	41.88	180.64	.....	.....	.....	.....	172.02
Conover.....	Decorah.....	.....	.....	10.00	.....	.....	.....	.....	.....	10.00
Austin.....	Mason City.....	.....	.....	27.95	11.34	.....	.....	.....	.....	39.29
Mendota.....	St. Paul.....	.....	.....	.....	.86	.....	.....	.....	.....	.86
Northfield.....	Canon Junction.....	.....	.....	.....	31.98	.....	.....	.....	.....	31.98
La Crescent.....	Woonsocket.....	.....	.....	.....	286.22	.....	97.20	.....	.....	383.42
Wells.....	Mankato.....	.....	.....	.....	38.08	.....	.....	.....	.....	38.08
Madison.....	Bristol.....	.....	.....	.....	.....	.....	108.2	.....	.....	108.02
South Minneapolis.....	Ortonville.....	.....	.....	.....	177.27	.....	.....	.....	.....	177.27
Glencoe.....	Hutchinson.....	.....	.....	.....	18.45	.....	.....	.....	.....	18.45
Hopkins.....	Lake Minnetonka.....	.....	.....	.....	7.84	.....	.....	.....	.....	7.84

[C., M. & ST. P. RY. CO.,]

PROPERTY OPERATED—CONTINUED.

(For Roads Making Operating Reports)

MILES OF ROAD.

From	To	Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Michigan.	Total.
Otonville.....	Fargo.....	.....	.....	.....	46.29	69.40	1.28	.....	.....	116.97
Otonville Junction.....	Aberdeen.....	.....	.....	.....	1.47	.....	107.02	.....	.....	108.49
Hastings.....	Benton Junction.....	.....	.....	.....	53.71	.....	.....	.....	.....	53.71
Milbank.....	Sisseton.....	.....	.....	.....	.....	.....	37.24	.....	.....	37.24
Andover.....	Harlem.....	.....	.....	.....	.....	17.20	38.71	.....	.....	55.91
Mitchell.....	Aberdeen.....	.....	.....	.....	.....	.....	128.31	.....	.....	128.31
Aberdeen.....	Edgeley.....	.....	.....	.....	.....	31.61	82.72	.....	.....	64.33
Aberdeen.....	Bowdle.....	.....	.....	.....	.....	.....	57.02	.....	.....	57.02
Roscoe.....	Orient.....	.....	.....	.....	.....	.....	40.99	.....	.....	40.99
Roscoe.....	Eureka.....	.....	.....	.....	.....	.....	26.89	.....	.....	26.89
Manilla.....	Sioux City.....	.....	.....	90.17	.....	.....	.....	.....	.....	90.17
Sioux City.....	Scotland Junction.....	.....	.....	5.22	.....	.....	82.22	.....	.....	87.74
Scotland.....	Mitchell.....	.....	.....	.....	.....	.....	47.67	.....	.....	47.67
Tripp.....	Armour.....	.....	.....	.....	.....	.....	21.45	.....	.....	20.45
Elk Point.....	Sioux Falls Junction.....	.....	.....	34.92	.....	.....	67.81	.....	.....	102.73
Necedah.....	Babcock.....	.....	19.95	.....	.....	.....	.....	.....	.....	19.94
Babcock.....	Pittaville.....	.....	9.97	.....	.....	.....	.....	.....	.....	9.97

[O., M. & ST. P. RY. CO.]
PROPERTY OPERATED—CONTINUED.

(For Roads Making Operating Reports.)

MILES OF ROAD.

From	To	Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Michigan.	Total.
Pittsville Junction.....	Vesper.....	.....	8.42	.....	.....	.....	.....	.....	.....	8.42
Dexter ville.....	Lynn.....	.....	22.45	.....	.....	.....	.....	.....	.....	22.45
Lynn.....	Romadka.....	.....	5.20	.....	.....	.....	.....	.....	.....	5.20
In City of Fon du Lac.....	.....	.....	2.34	.....	.....	.....	.....	.....	.....	2.34
North Milwaukee.....	Champion.....	.....	104.02	.....	.....	.....	.....	.....	59.79	233.81
Hilbert Junction.....	Appleton.....	.....	20.35	.....	.....	.....	.....	.....	.....	20.35
Menasha.....	Neenah.....	.....	.09	.....	.....	.....	.....	.....	.....	.09
Oconto Junction.....	Oconto.....	.....	11.94	.....	.....	.....	.....	.....	.....	11.94
Ellis Junction.....	Menominee.....	.....	21.09	.....	.....	.....	.....	.....	1.34	22.43
Wausaukee.....	Northwest.....	.....	17.65	.....	.....	.....	.....	.....	.....	17.65
Channing.....	Sidnaw.....	.....	.....	.....	.....	.....	.....	.....	47.15	47.05
Sidnaw.....	Ontonagon.....	.....	.....	.....	.....	.....	.....	.....	45.90	45.90
Prairie du Chien.....	North McGregor.....	.....	1.39	.12	.....	.....	.....	.....	.....	1.51
Main track owned solely..	.....	317.23	1,644.49	1,551.39	1,114.89	118.21	1,101.96	140.27	152.08	6,139.62

[C., M. & ST. P. RY. CO.]
PROPERTY OPERATED—CONTINUED.
 (For Roads Making Operating Reports.)

	Miles.	Total.
Miles of main track in which this company owns a joint interest with—		
Chicago & Northwestern Railway Co., Chicago	.39	.....
Pittsburgh, Cincinnati, Chicago & St. Louis Ry. Co., Chicago	1.63	.....
Wisconsin Central lines, Chippewa Falls.....	.10	.....
Chicago & Northwestern Railway Co., Chicago	5.20	.....
Pittsburgh, Cincinnati, Chicago & St. Louis Ry. Co., Chicago	.16	.....
Chicago, St. Paul, Minneapolis & Omaha Railway Co., Mendota to St. Paul.....	1.87	.....
Chicago, Burlington & Quincy R. R. Co., Davis Junction.....	.11	.....
Davenport, Iowa & Dakota Railway Co., Davenport.....	.28	.....
Illinois Central R. R., Sioux City	1.39	.....
Chicago, St. Paul, Minneapolis & Omaha Ry. Co., Sioux City		.....
Sioux City & Pacific Railway, Sioux City		.....
Chicago & Northwestern Railway Co., Fond du Lac.....		.....
Wisconsin Central lines, Neenah and Menasha.....		.....
Total.....	11.13	.....
One half is.....		5.57
Main track owned solely.....		6,145.18
Line operated jointly.....		5.57
Total main track used solely and jointly.....		6,150.75

[C, M & ST. P. RY. CO.]
PROPERTY OPERATED—CONTINUED.
 (For Roads Making Operating Reports.)
 MILES OF ROAD.

	Miles.	Total.
Line operated or used under trackage rights—		
Pittsburgh, Cincinnati, Chicago & St. Louis Railway, Chicago	2.37	.....
Illinois Central R. R., Dubuque .....	.67	.....
Kansas City Belt Railway, Coburg to Kansas City	6.88	.....
Chicago, Burlington & Quincy R. R., Rockford to Davis Junction	11.97	.....
Chicago, Rock Island & Pacific R. R., Port Byron to Rock Island	6.73	.....
Union Pacific Railway, Council Bluffs Trans. to South Omaha	8.60	37.17
Total miles main track .....	.....	6,187.82

[C., M. & ST. P. RY. CO.]
CAPITAL STOCK.

Description.	Par Value of Shares.	Total amount Issued and Outstanding.	Dividends Declared During Year	
			Rate.	Amount.
Capital Stock :				
Common.....	\$ 100 00	\$ 46,027,281 00	1	\$ * 460,272 61
From net earnings of fiscal year, ending June 30, 1895.....			2	† 920,545 22
Preferred.....	100 00	26,895,900 00	3½	* 915,491 50
From net earnings of fiscal year, ending June 30, 1896.....			3½	† 980,821 50
Total.....	\$ 100 00	\$ 72,923,181 00		\$ 3,227,130 83

Manner of Payment for Capital Stock.	Number of Shares Issued During Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash :			
Common.....		\$ 170,840 26	\$ 16,392,069 05
Preferred.....		51,989 17	5,212,248 80
‡ Issued in exchange for bonds :			
Common.....			
Preferred.....	7,390	110,845 00	
* Issued for Dividends :			
Common.....		82,620 26	
Issued for purchase of stock of other companies and other lines of road :			
Common.....		206,812 09	
Preferred.....		106,324 83	
Total.....	7,390	729,231 61	\$ 21,604,317 85

* From net earnings of fiscal year ending June 30, 1895.

† From net earnings of fiscal year ending June 30, 1896.

‡ The stock issued for dividends was in lieu of amount of net earnings, which had been expended for construction and was charged to income account.

[C., M. & ST. P. RY. CO.]
FUNDED DEBT—JUNE 30, 1896.
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Description of Bonds.	Time.		Amount Outstanding.	Interest.		
	Date of Issue.	When Due.		Per Cent.	When Payable.	Amount Paid Accrued During Year.
<i>a</i> Iowa and Minnesota division.....	1867	1897	\$ 2,097,020 00	7	Jan. and July	\$ 146,790 00
Prairie du Chien division, 1st mortgage.....	1867	1898	3,674,000 00	8	Feb. and Aug.	293,920 00
<i>a</i> Prairie du Chien division, 2nd mortgage.....	1867	1898	1,124,000 00	7.3	" "	82,052 00
<i>a</i> Chicago and Milwaukee division.....	1873	1903	2,393,000 00	7	Jan. and July	167,510 00
<i>ad</i> St. Paul (or river) division.....	1872	1902	3,359,000 00	7	" "	235,130 06
<i>ac</i> St. Paul (or river) division, Sterling.....	1872	1902	437,500 00	7	" "	30,625 00
<i>a</i> Iowa and Dakota division.....	1869	1899	444,000 00	7	" "	31,060 00
<i>a</i> Hastings and Dakota division.....	1872	1903	89,000 00	7	" "	6,230 00
<i>b</i> Consolidated mortgage.....	1874	1904	186,000 00	7	" "	13,020 00
<i>a</i> Consolidated mortgage.....	1875	1905	11,299,000 00	7	" "	760,390 00
<i>d</i> Terminal mortgage.....	1884	1914	4,748,000 00	5	" "	237,400 00
<i>a</i> Iowa and Dakota division extension.....	1878	1908	3,505,000 00	7	" "	245,350 00
Hastings and Dakota division extension.....	1880	1910	5,680,000 00	7	" "	397,600 00
Hastings and Dakota division extension.....	1880	1910	990,000 00	5	" "	49,500 00
Southwestern division.....	1879	1909	4,000,000 00	6	" "	240,000 00

[C., M. & ST. P. RY. CO.]

FUNDED DEBT—JUNE 30, 1896.—CONTINUED.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Description of Bonds.	Time.		Amount Outstanding	Interest.			
	Date of Issue.	When Due.		Per Cent	When Payable.	Amount accrued During Year.	Amount Paid During Year.
La Crosse and Davenport division.....	1879	1919	\$ 2,500,000 00	5	Jan. and July	\$ 125,000 00	\$ 125,445 88
Chicago and Pacific division.....	188	1910	3,000,000 00	6	" "	180,000 00	176,760 00
d Chicago and Pacific Western division.....	1881	1921	25,340,000 00	5	" "	1,267,000 00	1,266,350 00
Southern Minnesota division.....	1880	1910	7,482,000 00	6	" "	445,920 00	445,520 00
Mineral Point division.....	1880	1910	2,840,000 00	5	" "	142,000 00	138,950 00
Dubuque division.....	1880	1920	6,479,000 00	6	" "	388,740 00	388,460 00
Wisconsin Valley division.....	1880	1920	2,270,000 00	6	" "	136,200 00	133,990 00
d Wisconsin and Minnesota division.....	1881	1921	4,755,000 00	5	" "	237,750 00	238,890 00
d Chicago and Lake Superior division.....	1881	1921	1,360,000 00	5	" "	68,000 00	68,175 00
Chicago and Missouri River division.....	1886	1 26	3,068,000 00	5	" "	154,150 00	154,475 00
d Dakota and Great Southern Railway company.....	1886	1916	2,803,000 00	5	" "	142,800 00	142,735 00
d Fargo and Southern Railway company.....	1888	1924	1,250,000 00	6	" "	75,000 00	75,000 00
Wisconsin Valley Railroad company.....	1879	1909	1,108,500 00	7	" "	77,455 00	87,660 00
c Income Sinking Fund convertible.....	1886	1916	1,444,000 00	5	" "	72,200 00	72,250 00
d General Mortgage.....	1889	1969	22,173,000 00	4	" "	886,920 00	782,405 27

[C., M. & ST. P. RY. CO.]

FUNDED DEBT—JUNE 30, 1896. — CONTINUED.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Description of Bonds.	Time.		Amount Outstanding.	Interest.			
	Date of Issue.	When Due.		Rate Per Cent	When Payable.	Amount accrued During Year.	Amount Paid During Year.
Mil. and Northern Railroad company, 1st mortgage.....	1887	1910	\$ 2,155,000 00	6	June and Dec.	\$ 129,800 00	\$ 180,170 00
Mil. and Northern Railroad company, Consolidated.....	1884	1913	5,092,000 00	6	" "	305,520 00	241,050 00
Interest on bonds cancelled.....	.....	.....	.....	.....	.....	15,655 91	48,099 88
Less interest accrued on bonds held in treasury of the company..	.....	.....	.....	.....	.....	\$ 7,816,747 91	.....
Total.....	.....	.....	\$189,161,000 00	.....	.....	204,819 78	.....
Mortgage Bonds.....	.....	.....	\$189,161,000 00	.....	.....	\$ 7,611,928 18	\$ 7,575,515 28
Miscellaneous obligations.....	.....	.....	\$137,717,000 00	.....	.....	\$ 7,588,178 18	\$ 7,499,765 28
Income Bonds.....	.....	.....	1,444,000 00	.....	.....	73,750 00	75,750 00
Grand total.....	.....	.....	\$189,161,000 00	.....	.....	\$ 7,611,928 18	\$ 7,575,515 28

^a Bonds thus designated are convertible into Preferred Stock at any time within ten days after a dividend becomes payable on said Preferred Stock.

^b Bonds thus designated are convertible into Preferred Stock at any time within fifteen days after a dividend becomes payable on said Preferred Stock.

^c Bonds thus designated are convertible into Common Stock at any time within sixty days after any dividend becomes payable on the stock of the company.

^d The authorized issue of these bonds is \$5,000,000, of which but \$2,000,000 have been sold.

^e Bonds thus designated are payable, principal and interest, in gold, at the office of the company, in New York.

^f Bonds thus designated are payable, principal and interest, in gold, at the office of the company, in London.

^g Unable to ascertain the consideration upon which all bonds were originally issued.

[C., M. & ST. P. RY. CO.]

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds.....	\$	\$ 137,717,000 00	\$ 7,538,178 18	\$ 7,499,765 26
Income Bonds.	1,444,000 00	73,750 00	75,750 00
Total.....	\$	\$ 139,161,000 00	\$ 7,611,928 18	\$ 7,575,515 26

[C., M. & ST. P. RY. CO.]

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Amount.	Current Liabilities Accrued to and Including June 30, 1898.	Amount.
Cash on deposit and on hand.....	\$ 5,593,619 35.	Receiver's certificates.....	\$
Bills receivable.....	.....	Loans and bills payable.....	.....
Due from agents and conductors.....	216,057 81	Audited vouchers and accounts.....	310,161 69
Due from solvent companies and individuals.....	165,739 10	Wages and salaries.....	1,906,669 61
Net traffic balances due from other companies.....	.....	Net traffic balances due to other companies.....	71,889 41
Other cash assets (excluding "Materials and Supplies").....	.....	Dividends not called for.....	42,210 04
United States government.....	303,352 95	Matured interest coupons unpaid (including coupons due July 1).....	3,484,348 50
		Rents due July 1.....	.....
		Miscellaneous.....	.....
Total—Cash and current assets.....	\$ 6,308,769 21	Total—Current liabilities.....	\$ 5,217,574 25
Balance—Current liabilities.....	\$	Balance—Cash assets.....	\$ 1,091,194 96
Total.....	\$ 6,308,769 21	Total.....	\$ 6,308,769 21

Materials and supplies on hand, \$1,846,511.80.

[C. & ST. P. RY. CO.]

RECAPITULATION.

(A. For Mileage Owned by Road Making This Report.)

Account.	Total Amount Outstanding.	Apportionment.		Amount per Mile of Line.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock.....	\$ 72,923,161 00	.....	.....	6,145 18	\$ 11,866 73
Bonds—["G" and "Total"].....	139,161,000 00	.....	.....	6,145 18	22,645 55
Equipment Trust Obligations.....	.....	.....	.....	.....	.....
Total.....	\$ 212,084,161 00	.....	.....	6,145 18	\$ 34,512 28

[C, M. & ST. P. RY CO.]
COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures During Year.		Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
	Included in Operating Expenses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Construction—					
Right of way		\$ 11,069 34	.....	.....	.....
Fences		15,314 26	.....	.....	.....
Bridges and trestles		10,123 43	.....	.....	.....
Ballasting		115,086 84	.....	.....	.....
Buildings, furniture and fixtures		15,667 17	.....	.....	.....
Miscellaneous		48 00	.....	.....	.....
Discount on securities sold for construction		83 320 00	.....	.....	.....
Sidings and yard extensions		56,753 10	.....	.....	.....
Other items, sundry credits		32,388 90	.....	.....	.....
Total construction		\$ 274,862 74	.....	.....	.....

[C., M. & ST. P. RY. CO.]
 COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.—CONTINUED.

ITEM.	Expenditures During Year.		Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
	Included in Operating Expenses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Equipment—					
Locomotives	\$ 3,781 90	.....	.....	.....
Passenger Cars	516 46	.....	.....	.....
Sleeping, Parlor, and Dining Cars	107,682 99	.....	.....	.....
Baggage, Express, and Postal Cars	3,291 07	.....	.....	.....
Freight Cars	272,613 30	.....	.....	.....
Total Equipment	\$ 387,815 72	.....	.....	.....
Grand total cost construction, equipment, etc.	\$ 662,698 46	\$ 211,198,036 96	\$ 2,139,735 42	\$ *84,471 04
Total cost construction equipment, etc.—N. D.	\$ 13,253 97	\$ 4,223,360 74	\$ 4,236,614 71	\$ 84,471 04
*8,145.18 miles.					

[C., M. & ST. P. RY. CO.]

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation, actual.....	\$ 32,887,156 42	
Less operating expenses, train mileage basis.....	18,800,051 84	
Income from operation		\$ 14,087,104 58
Dividends on stocks owned, road mileage basis.....	\$ 7,327 16	
Interest on bonds owned, road mileage basis.....	16,514 55	
Miscellaneous income, road mileage basis.....	41,015 42	
Income from other sources.....		64,857 13
Total income.....		\$ 14,151,961 71
Deductions from income—		
Interest on funded debt accrued, road mileage basis.....	\$ 7,611,928 18	
Taxes, train mileage basis	1,062,063 74	
Other deductions, premium on bonds purchased for cancellation railroad mileage.....	57,560 00	
Total deductions from income.....		8,751,571 92
Net income.....		\$ 5,400,389 79
Dividends, 3 per cent, common stock, R. R. mileage basis.	\$ 1,380,817 83	
Dividends, 7 per cent, pref. stock, R. R. mileage basis..	1,846,313 00	
Other payments from net income, sinking funds, R. R. mileage basis.....	45,270 00	
Total		\$ 3,272,400 83
Surplus from operations of year ending June 30, 1896....		\$ 2,127,968 96
Surplus on June 30, 1895 [from "General Balance Sheet," 1895 report].....		\$ 5,479,379 51
		\$ 7,607,368 47
Additions for year.....		56,000 00
Surplus on June 30, 1896, [For entry on "general balance sheet"].....		\$ 7,663,368 47

EXPLANATORY REMARKS.

Par value of bonds received in exchange for bonds purchased with sinking fund of previous year and canceled.

R. R. Com.—20.

[C., M. & ST. P. RY. CO.]

EARNINGS FROM OPERATION.

STATE OF NORTH DAKOTA.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger—			
Passenger revenue	\$ 26,296 19		
Total passenger revenue.....			\$ 26,296 19
Mail	7,887 74		
Express	3,153 16		
Extra baggage and storage	368 22		
Other items, news service	72 00		
Sleeping cars.....	6 84		11,489 96
Total passenger earnings.....			\$ 37,786 15
Freight—			
Freight revenue	37,639 17		
Total freight revenue.....			37,639 17
Total freight earnings			\$ 37,639 17
Total passenger and freight earnings...			\$ 75,425 32
Other earnings from operation—			
Telegraph companies	374 80		
Rents not otherwise provided for.....	292 00		
Total other earnings			\$ 666 80
Total gross earnings from operation—N. Dak...			\$ 76,092 12
Total gross earnings from operation—Entire line			\$ 32,887,156 42

[C., M. & ST. P. RY. CO.]
STOCKS OWNED.
A. RAILWAY STOCKS.

Name.	Total Par Value.	Income or Dividend Received.	Valuation.
Kansas City Belt Ry. Co.....	\$ 20,000 00	\$.....	\$ 20,000 00
Minnesota Transfer Ry. Co	7,000 00	.....	7,000 00
Minneapolis Eastern Ry. Co.....	15,000 00	.....	15,000 00
Minneapolis & St. Louis Ry. Co.....	2,000 00	29 16	720 00
Chicago Union Transfer Ry Co.....	40,000 00	.....	40,000 00
Milwaukee & Northern R. R. Co	6,157,850 00	.....	30,789 25
Elgin, Joliet & Eastern Ry Co.....	400,000 00	.....	4,000 00
Lisbon, Necedah & Lake Superior Ry Co.....	25,000 00	.....	125 00
Oshkosh & Mississippi River Ry Co	138,900 00	.....	694 50
Chicago, Milwaukee & St. Paul Ry Co.....	4,770 00	.....	4,770 00
Total.....	\$ 6,810,520 00	\$ 29 16	\$ 123,098 75

[C., M. & ST. P. RY. CO.]

STOCKS OWNED—CONTINUED.

B. OTHER STOCKS.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Braceville Coal Co	\$ 100,000 00	.....	\$ .....	\$ 100,000 00
Excelsior Coal Co.....	150,000 00	.....	.....	150,000 00
St. Paul Union Depot Co.....	50,000 00	6	3,000 00	50,000 00
Merrill Boom Co.....	55,800 00	7	4,298 00	55,800 00
Tomahawk Land and Boom Co.	69,900 00	.....	.....	69,900 00
St. Paul Warehouse & Elevator Co....	19,250 00	.....	.....	19,250 00
Council Bluffs Union Elevator Co.	46,700 00	.....	.....	46,666 67
Milwaukee Land Co	70,000 00	.....	.....	70,000 00
Milwaukee Industrial Expo. Co.....	10,000 00	.....	.....	100 00
Minneapolis Industrial Expo. Co.....	2,500 00	.....	.....	100 00
Lake Madison Chautauqua Ass'n.....	500 00	.....	.....	500 00
Spirit Lake Chautauqua Ass'n.....	200 00	.....	.....	200 00
Total.....	\$ 574,350 00	.....	\$ 7,298 00	\$ 562,016 67
Grand total—A. and B.....	\$ 7,384,870 00	.....	\$ 7,827 16	\$ 685,115 42

[C., M. & ST. P. RY. CO.]

BONDS OWNED.

A. RAILWAY BONDS.

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Minnesota Transfer Ry. Co.....	\$ 112,000 00	5	\$ 1,454 55	\$ 112,000 00
Minneapolis Eastern Ry. Co.....	75,000 00	7	12,800 00	80,000 00
Kansas City Belt Ry. Co.....	4,000 00	.....	.....	4,000 00
Chicago, Milwaukee & St. Paul Ry....	3,457,000 00	.....	.....	3,457,000 00
Milwaukee & Northern R. R.....	1,089,000 00	.....	.....	1,089,000 00
Total.....	\$ 4,787,000 00		\$ 14,054 55	\$ 4,722,000 00

B. OTHER BONDS.

Name.	Total Par Value	Rate.	Income or Interest Received.	Valuation.
City of Ottumwa, Iowa	\$ 24,000 00	4	\$ 1,020 00	\$ 24,000 00
City of New Lisbon, Wis.....	1,500 00	6	180 00	1,500 00
Village of Flandreau, S. D.....	10,000 00	8	.....	100 00
Town of Ortonville, Minn.....	8,500 00	6	750 00	2,500 00
Town of Graceville, Minn.....	5,000 00	6	450 00	2,500 00
Town of Tarah, Minn.....	1,000 00	6	80 00	250 00
Total.....	\$ 50,000 00		\$ 2,400 00	\$ 30,850 00
Grand total, A. and B	\$ 4,787,000 00		\$ 16,514 55	\$ 4,752,850 00

[C., M. & ST. P. RY. CO.]

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Total.
Tracks and Terminals.....	Rugby Jct. to Milwaukee..	Wis. Central lines ...	\$121,559 59
" "	Portage, Wisconsin.....	Wis. Central lines ...	1,200 00
" "	Eau Claire, Wisconsin ...	Wis. Central lines ...	600 00
" "	Ottumwa, Iowa.....	Wabash R. R.....	4,826 21
" "	Green Bay, Wisconsin ...	K. G. B. & W. Ry... ..	3,382 92
" "	Bagley Junction, Wis.....	Wis. & Mich. R. R..	7,868 19
" "	Hilbert to Menasha.....	Wis. Central lines ...	1,180 10
" "	St. Paul, Minnesota.....	St. Paul & D. R R... ..	15,000 00
Tracks	Council Bluffs, Iowa.....	Omaha & St. L. R ...	6 0 00
"	Clinton, Iowa.....	C. B. & Q. R. R	420 00
"	Winona, Minnesota	C. B. & N. R. R.....	133 20
"	Cedar Rapids, Iowa	Illinois Central R. R.	270 00
"	Baytown, Minnesota.....	C. St. P. M. & O. Ry.	101 77
"	Council Bluffs, Iowa... ..	K.C.St. J. & C.B.R.R.	169 36
"	Cement Mills, Wisconsin..	C. & N. W. Ry.....	1,000 00
"	Ottumwa, Iowa.....	C. F. M. & D. M. Ry.	900 00
"	Lyle, Minnesota	Illinois Central R. R.	120 00
"	Port Edwards, Wisconsin..	Mars. & S. E. R. R..	50 04
"	Menominee, Michigan.....	Ann Arbor R. R.....	45 19
Grand total rents received .....	.....	.....	\$159,426 57

MISCELLANEOUS INCOME.

Item,	Net Miscellaneous Income.
Land department.....	\$ 21,449 00
Interest and exchange.....	19,566 42
Total.....	\$ 41,015 42

[C., M. & ST. P. RY. CO.]
OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures—	
Repairs of roadway.....	\$ 1,887,490 50
Renewals of rails.....	468,727 13
Renewals of ties.....	925,376 61
Repairs and renewals of bridges and culverts.....	760,312 07
Repairs and renewals of fences, road crossings, signs and cattle guards.....	247,169 74
Repairs and renewals of building and fixtures.....	308,122 52
Repairs and renewals of telegraph.....	29,710 82
Stationery and printing.....	826 20
Total.....	\$ 4,377,568 59
Maintenance of Equipment:—	
Superintendence.....	202,229 39
Repairs and renewals of locomotives.....	916,425 11
Repairs and renewals of passenger cars.....	339,508 03
Repairs and renewals of freight cars.....	1,060,511 47
Repairs and renewals of work cars.....	32,838 93
Repairs and renewals of shop machinery and tools.....	62,598 35
Stationery and printing.....	7,249 55
Other expenses.....	69,069 88
Total.....	\$ 2,740,420 69
Conducting Transportation:—	
Superintendence.....	327,043 22
Engine and roundhouse men.....	2,055,210 90
Fuel for locomotives.....	2,008,513 11
Water supply for locomotives.....	72,638 87
Oil, tallow and waste for locomotives.....	60,668 47
Other supplies for locomotives.....	17,093 77
Train service.....	1,611,751 43
Train supplies and expenses.....	218,691 79

[C., M. & ST. P. RY. CO.]

OPERATING EXPENSES—CONTINUED.

Item.	Amount.
Conducting transportation—Continued.	
Switchmen, flagmen and watchmen.....	\$ 633,665 61
Telegraph expenses.....	484,835 45
Station service.....	1,450,574 87
Station supplies.....	149,011 46
Switching charges—Balance.....	222,428 84
Car mileage—Balance.....	183,314 33
Loss and damage.....	115,149 77
Injuries to persons.....	176,676 72
Clearing wrecks.....	11,314 90
Advertising.....	44,739 89
Outside agencies.....	184,014 88
Commissions.....	45,900 97
Stock yards and elevators.....	37,561 02
Rents for tracks, yards and terminals.....	326,000 25
Rents of buildings and other property.....	66,667 05
Stationery and printing.....	126,292 07
Other Expenses.....	26,888 85
Total.....	\$ 10,659,048 52
General expenses—	
Salaries of general officers.....	192,758 21
Salaries of clerks and attendants.....	211,357 25
General office expenses and supplies.....	38,419 13
Insurance.....	80,065 94
Law expenses.....	80,380 31
Stationery and printing (general offices).....	14,588 17
Other expenses.....	55,444 76
Total.....	\$ 673,014 04

[C., M. & ST. P. RY. CO.]

OPERATING EXPENSES.—CONTINUED.

Item.	Amount.
Recapitulation of Expenses—	
Maintenance of way and structures	\$ 4,377,568 59
Maintenance of equipment	2,740,420 69
Conducting transportation	10,659,048 32
General expenses	673,014 04
Renewal account, (excluding taxes)	350,000 00
Grand total	\$ 18,800,051 84
Percentage of expenses to earnings—entire line	57.17
Operating expenses—State of North Dakota—(Train mileage basis.)	
Maintenance of way and structures	\$ 21,887 84
Maintenance of equipment	13,702 10
Conducting transportation	53,285 24
General expenses	3,365 07
Renewal account	1,750 00
Total	\$ 94,000 25
Percentage of expenses to earnings—North Dakota	123.53

[C., M. & ST. P. RY. CO.]

RENTALS PAID.

B. RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks....	Milwaukee, Wis.....	Chicago and N. W. Ry....	.....	\$ 450 00
	Cedar Rapids, Iowa.	Chicago and N. W. Ry....	.....	69 48
	Winona, Minn.....	Chicago and N. W. Ry....	.....	23 67
	E. Moline to Rock Is.	C. R. I. & P. Ry.....	.....	15,000 00
	Council Bluffs, Iowa.	C. R. I. & P. Ry.....	.....	95 00
	Dubuque, Iowa.....	Illinois Central R. R.....	.....	3,240 00
	Chicago, Ill... ..	C. & N. P. R. R.....	.....	900 00
	Council Bluffs, Iowa.	K. C., St. J. & C. B. R. R.	.....	420 00
	Kansas City, Mo. . .	K. C., Ft. S. & M. Ry....	.....	6,240 00
	Kansas City, Mo.....	Wn. Sto. & Wareho. Co ..	.....	1,500 00
	Chicago, Ill	P. C. C. & St. L. Ry.....	.....	34,102 69
	Franklin Park, Ill...	Wisconsin Central Lines.	.....	4,090 60
Tracks and Terminals.	Davis Jc. to Rockford	C. B. & Q. R. R.....	.....	43,321 63
	Coburg to Kansas C.	Kansas City Belt Ry .....	.....	59,920 51
	Omaha, Neb.....	Union Pacific Ry.....	.....	67,485 80
Terminals.	Chicago, Ill.....	Penna. Co .....	.....	52,981 56
	St. Paul, Minn	St. P. Union D. Co.....	.....	21,810 76
	Omaha, Neb.....	Omaha Union D. Co .....	.....	8,575 38
	Council Bluffs, Iowa.	Union Pacific Railway...	.....	4,400 60
	Stillwater, Minn	Stillwater Union D. Co ..	.....	1,572 88
Grand total —Rents B	.....	.....	.....	\$ 328,000 25

[C., M. & ST. P. RY. CO]
COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1885.		Liabilities.	June 30, 1886.		Year ending June 30, 1886.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$ 211,188,086 86	{ Cost of road .....	.....	\$ 211,830,785 42	\$ 662,698 46	\$
.....	721,213 42	{ Cost of equipment .....	.....	685,115 42	.....	\$ 36,098 00
.....	4,845,023 00	Stocks owned .....	.....	4,752,850 00	.....	92,175 00
.....	13,270 70	Bonds owned .....	.....	13,270 70	.....	.....
.....	4,132,444 79	Lands owned .....	.....	6,306,759 21	2,156,324 42	.....
.....	.....	Cash and current assets .....	.....	.....	.....	.....
.....	.....	Other assets—	.....	.....	.....	.....
.....	1,743,013 52	Materials and supplies .....	.....	1,846,511 36	103,497 84	.....
.....	669,630 00	Sinking fund, trustees .....	.....	660,144 89	.....	9,531 11
.....	17,160 93	Due from trustees .....	.....	351,937 44	334,776 51	.....
.....	10,000 00	Insurance department .....	.....	10,000 00	.....	.....
.....	.....	Grand total .....	.....	\$ 228,459,334 44	\$ 3,119,489 12	.....
.....	\$ 223,339,845 32					

[C., M. & ST. P. RY. CO.]
COMPARATIVE GENERAL BALANCE SHEET.—CONTINUED.

June 30, 1895.		Liabilities.	June 30, 1896.		Year ending June 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$ 72,184,161 00	Capital stock.....	.....	\$ 72,923,161 00	\$ 739,000 00	.....
.....	133,321,000 00	Funded debt.....	.....	133,161,000 00	.....	\$ 160,000 00
.....	5,235,336 06	Current liabilities.....	.....	5,217,574 25	.....	17,761 81
.....	.....	Real estate mortgages.....	.....	.....	.....	.....
.....	180,178 75	Accrued interest on funded debt not yet payable, exclusive of coupons due July 1, 1896.....	.....	187,445 00	.....	1,733 75
.....	698,630 60	Sinking funds.....	.....	690,724 89	.....	8,955 11
.....	290,610 00	Rolling stock, replacement fund.....	.....	258,406 00	.....	2,204 00
.....	.....	Renewal fund.....	.....	387,154 83	387,154 83	.....
.....	5,479,379 51	Profit and loss.....	.....	7,663,968 47	2,183,988 96	.....
.....	\$ 223,330,845 32	Grand total.....	.....	\$ 226,459,334 44	\$ 3,119,489 12	.....

[C., M. & ST. P. RY. CO.]

IMPORTANT CHANGES DURING THE YEAR.

WHOLE LINE.

Miles of road June 30, 1895.....		6,163.73
Strengthened at Chippewa Falls account of resurvey..		.41
Strengthened at Menasha.....		.48
		6,169.62
Shortened at Galewood acct. resurvey.....	.20	
Mather to Goodyear track taken up.....	16.01	
apham Junction to Zeda track taken up.....	2.66	18.87
Miles of road June 30, 1896.....		6,150.75
Increase in capital stock—		
7,390 shares preferred issued in exchange for bonds....		\$ 739,000 00
Decrease in funded debt—		
Increase—For expenditures for equipment, real estate and improvements to June 30, 1896.....		\$ 579,000 00
In exchange for other bonds.....		183,000 00
		\$ 762,000 00
Decrease—Received in exchange for preferred stock..	\$ 739,000 00	
Redeemed and cancelled during year.....	183,000 00	922,000 00
Net decrease.....		\$ 160,000 00

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NORTH DAKOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

No. 1. The United States Express occupies the lines of this company doing a general express business. Rates are various and are governed by the business done and the facilities furnished.

No. 2. Compensation for mail service is not permanently fixed. Service is ordered subject to the rules and regulations of the postoffice department and the amount paid is based upon the weight of the mail transported over each route.

No. 3. Sleeping, parlor and dining cars are owned and run by the Chicago, Milwaukee and St. Paul Railway company. Sleeping car rates \$1.50 to \$3.00 according to distance traveled. Parlor car rates 25 cents to \$1.00 according to distance traveled. Dining car rates \$1.00 per meal.

No. 4. The cars of all transportation companies are allowed to run over the lines of this company paying regular rates and receiving mileage.

[C. M. & ST. P. RY. CO.]
SECURITY FOR FUNDED DEBT.

Name of Bond.	Lien.	Line (or Property) Mortgaged.		Miles.	Outstanding.
		From.	To		
Iowa and Minnesota division.....	1st	McGregor.....	St. Paul and Minneapolis.....	220.00	\$ 2,097,000 00
Prairie du Chien division, 8 per cent.....	"	Milwaukee.....	Prairie du Chien.....	194.00	3,674,000 00
Prairie du Chien division, 7 8-10 per ct.....	2nd	Milwaukee.....	Prairie du Chien.....	.....	1,124,000 00
Chicago and Milwaukee division.....	1st	Chicago.....	Milwaukee.....	82.20	3,393,000 00
St. Paul (or river) division.....	"	LaCrescent.....	St. Paul.....	128.10	3,796,500 00
Iowa and Dakota division.....	"	Calmar.....	Algona.....	136.00	441,000 00
Hastings and Dakota division.....	"	Hastings.....	Gentee.....	74.20	89,000 00
Consolidated.....	2nd	On above described lines.	.....	.....	.....
1st	1st	La Crosse bridge and approaches.....	.....	1.70	.....
"	"	Milton.....	Monroe.....	42.00	.....
"	"	Austin.....	Mason City.....	40.00	.....
"	"	Conover.....	Decorah.....	10.00	.....
"	"	Subula.....	Marion.....	87.00	11,485,000 00
Terminal.....	"	Real estate and improvements in Chicago and Milwaukee.....	.....	.....	4,748,000 00
Iowa and Dakota division extension.....	"	Algona.....	Chamberlain.....	273.90	.....
"	"	Marion Junction.....	Running Water.....	62.00	3,545,000 00
Hastings and Dakota division extension.....	"	Gentee.....	Roscoe.....	278.00	.....

[C., M. & ST. P. RY. CO.]
SECURITY FOR FUNDED DEBT—CONTINUED.

Name of Bond.	Lien.	Lane (or Property) Mortgaged.		Miles.	Outstanding.
		From	To		
Hastings and Dakota division extension	1st	Roscoe	Eureka	26.85	.....
" " "	"	Aberdeen.....	Edgeley ..	64.15	.....
" " "	"	Milbank Junction	Sisseton	33.00	\$ 6,670,000 00
South-western division	"	Racine	Port Byron Junction	190.00	.....
" "	"	Eagle	Elkhorn	17.00	4,000,000 00
La Crosse and Davenport division	"	Davenport.....	Jackson Junction	150.50	.....
" "	"	Eldridge Junction.....	Maquoketa	32.19	2,500,000 00
Chicago and Pacific division.....	"	Chicago.....	Kittredge.....	116.80	.....
" " "	2nd	Kittredge.....	Savanna	21.50	.....
" " "	1st	Sabula bridge and approaches .....	.....	3.54	3,000,000 00
Chicago and Pacific Western division...	"	Cedar Rapids.....	Kansas City	238.84	.....
" " "	"	Marion.....	Council Bluffs	261.70	.....
" " "	"	Sioux City.....	Manilla	90.10	.....
" " "	"	Egan	Woonsocket	82.78	.....
" " "	"	Sioux City	Aberdeen.....	202.60	.....
" " "	"	Elk Point	Sioux Falls..	70.00	.....
" " "	"	Eden	Rock Valley.....	9.00	.....

[C., M. & ST. P. RY. CO.]
SECURITY FOR FUNDED DEBT—CONTINUED.

Name of Bond.	Lien.	Line (or Property) Mortgaged.		Miles.	Outstanding.
		From	To		
Chicago & Pacific Western division	1st.	Farley	Cedar Rapids	47.00	\$ 25,340,000 00
Southern Minnesota division	"	La Crescent	Sioux Falls	346.50	.....
	"	Wells	Mankato	88.10	.....
	"	Minneapolis	Benton Junction	28.86	7,482,000 00
Mineral Point division	"	Warren	Mineral Point	88.00	.....
	"	Calamine	Platteville	18.00	.....
	"	Monroe	Shullsburg	84.00	.....
	"	Lone Rock	Richland Center	16.00	.....
	"	Viroqua	Sparta	82.00	\$ 2,840,000 00
Dubuque division	"	La Crescent	Clinton	178.00	.....
	"	Caledonia Junction	Preston	57.50	.....
	"	Waukon Junction	Waukon	22.80	.....
	"	Turkey River Junction	West Union	57.20	.....
	"	Bellevue	Cascade	85.50	6,479,000 00
Wisconsin Valley division	2nd.	Tomah	Merrill	107.00	.....
	1st.	Merrill	Minocqua	54.50	2,270,000 00
Wisconsin and Minnesota division	"	Wabasha	Zumbrota	60.00	.....

[C. M. & ST. P. RY. CO.]
SECURITY FOR FUNDED DEBT—CONTINUED.

Name of Bond.	Lien.	Line (or Property) Mortgaged.		Miles.	Outstanding.
		From	To		
Wisconsin and Minnesota division.....	1st.	Hastings.....	Stillwater.....	25.50	\$.....
"	"	Northfield.....	Red Wing.....	32.50	.....
"	"	Wabasha.....	Chippewa Falls.....	65.00	.....
"	"	Red Cedar Junction.....	Cedar Falls.....	21.00	.....
"	"	Minneapolis.....	St. Paul & Short Line bridge.....	10.00	.....
"	"	Reed's Landing bridge.....	.....	.....	4,755,000 00
Chicago & Lake Superior division.....	"	Janesville.....	Beloit.....	14.00	.....
"	"	Rockton.....	Rockford.....	15.00	.....
"	"	Madison.....	Portage.....	39.00	1,880,000 00
Chicago and Missouri river division.....	"	Tripp.....	Armour.....	20.40	.....
"	"	Roscoe.....	Bowdle.....	15.50	.....
"	"	Roscoe.....	Orient.....	41.10	3,083,000 00
Dakota & Great Southern Ry.	"	Madison.....	Bristol.....	102.70	.....
"	"	Andover.....	Harlem.....	56.00	2,856,000 00
Fargo & Southern Ry.	"	Ortonville.....	Fargo.....	117.00	1,280,000 00
Wisconsin Valley R. R.	"	Tomah.....	Merrill.....	.....	1,108,500 00
Income sinking fund, convertible ...	.....	Not secured by mortgage.....	.....	.....	1,144,000 00

[C., M. & ST. P. RY. CO.]
SECURITY FOR FUNDED DEBT—CONTINUED.

Name of Bond.	Licn.	Line (or Property) Mortgaged.		Miles.	Outstanding.
		From.	To		
General Mortgage.....	.....	Authorized issue \$150,000,000 cover- ing all property of the company..	.....	.....	.....
	.....	For refunding above mentioned debt, and extension and improv. of road	.....	.....	22,173,000 00
Milwaukee & Northern railroad.....	1st	North Milwaukee	Green Bay ..... }	.....	.....
	"	Hilbert Junction.....	Appleton }	126.77	2,155,000 00
Milwaukee & Northern railroad, con- solidated *	2nd	North Milwaukee.....	Green Bay..... }	.....	.....
	1st	Green Bay.....	Champion }	253.81	.....
	2nd	Hilbert Junction.....	Appleton	20.85	.....
	1st	Menasha.....	Neenah.....	1.00	.....
	"	Oconto Junction.....	Oconto.....	11.94	.....
	"	Ellis Junction.....	Menominee.....	22.43	.....
	"	Wausaukee.....	Northwest.....	17.00	.....
	"	Channing.....	Sidnaw.....	47.05	.....
	"	Sidnaw.....	Ontonagon.....	45.90	5,092,000 00
Total .....	.....	.....	.....	.....	\$ 139,161,000 00

* Authorized issue \$8,000,000. For refunding above mentioned debt of \$2,155,000, and for extension of road.
All of the equipment and rolling stock reported as owned is covered by and included in the several mortgage of the company and it is used on the whole
line as an entirety without division.

[C., M. & ST. P. RY. CO.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.--
STATE OF NORTH DAKOTA.

Item.	Column for Ton- age, Number Pas- sengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue.....
Number of passengers carried one mile.....
Number of passengers carried one mile per mile of road.....
Average distance carried
Total passenger revenue.....	\$ 26,296 19
Average amount received from each passenger
Average receipts per passenger per mile.....
Total passenger earnings.....	37,786 15
Passenger earnings per mile of road—118.21 miles.....	319 65
Passenger earnings per train mile.....	79.474
Freight traffic—		
Number of tons carried of freight earning revenue.....
Number of tons carried one mile.....
Number of tons carried one mile per mile of road.....
Average distance haul of one ton.....
Total freight revenue.....	37,639 17
Average amount received for each ton of freight
Average receipts per ton per mile.....
Total freight earnings.....	37,639 17
Freight earnings per mile of road—118.21 miles.....	318 41
Freight earnings per train mile.....	60.638
Passenger and freight—		
Passenger and freight revenue.....	63,935 36
Passenger and freight revenue per mile of road—118.21 m.....	540 86
Passenger and freight earnings.....	75,425 32
Passenger and freight earnings per mile of road.....	638 06
Gross earnings from operation.....	76,062 12
Gross earnings from operation per mile of road.....	643 70
Gross earnings from operation per train mile.....	69.416
Operating expenses	94,000 25

[C., M. & ST. P. RY. CO]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

CONTINUED.

Item.	Column for Ton- age, Number Pas- sengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger and freight--Continued.		
Operating expenses per mile of road.....		759 20
Operating expenses per train mile		85.753
Deficit from operation		17,908 13
Deficit from operation per mile of road.....		151 49
Train mileage--		
Miles run by passenger trains	38,122	
Miles run by freight trains	33,805	
Miles run by mixed trains	37,690	
Total mileage trains earning revenue.....	109,617	
Miles run by switching trains.....		
Miles run by construction and other trains.....		
Grand total train mileage.....		
Mileage of loaded freight cars--north or east.....		
Mileage of loaded freight cars--south or west		
Mileage of empty freight cars--north or east		
Mileage of empty freight cars--south or west		
Average number of freight cars in train.....		
Average number of loaded cars in train.....		
Average number of empty cars in train.....		
Average number of tons of freight in train		
Average number of tons of freight in each loaded car....		

[O., M. & ST. P. RY. CO.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.--
STATE OF NORTH DAKOTA.

Item.	Column for Ton- age, Number Pas- sengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue.....
Number of passengers carried one mile.....
Number of passengers carried one mile per mile of road.....
Average distance carried
Total passenger revenue.....	\$ 26,296 19
Average amount received from each passenger
Average receipts per passenger per mile.....
Total passenger earnings.....	37,786 15
Passenger earnings per mile of road—118.21 miles.....	319 65
Passenger earnings per train mile.....	79.474
Freight traffic—		
Number of tons carried of freight earning revenue.....
Number of tons carried one mile.....
Number of tons carried one mile per mile of road.....
Average distance haul of one ton.....
Total freight revenue.....	97,639 17
Average amount received for each ton of freight
Average receipts per ton per mile
Total freight earnings.....	97,639 17
Freight earnings per mile of road—118.21 miles.....	318 41
Freight earnings per train mile	60.638
Passenger and freight—		
Passenger and freight revenue.....	63,935 36
Passenger and freight revenue per mile of road—118.21 m.....	540 86
Passenger and freight earnings.....	75,425 32
Passenger and freight earnings per mile of road.....	638 06
Gross earnings from operation.....	76,092 12
Gross earnings from operation per mile of road.....	643 70
Gross earnings from operation per train mile	69.416
Operating expenses	94,000 25

[C., M. & ST. P. RY. CO.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—
ENTIRE LINE.—CONTINUED.

Item.	Column for Ton- nage, Number Pas- sengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger and freight—Continued.		
Operating expenses per mile of road (excluding taxes).....		\$ 3,038 19
Operating expenses per train mile.....		84.860
Income from operation		14,087,104 58
Income from operation per mile of road.....		2,276 55
Train mileage—		
Miles run by passenger trains.....	7,788,709	
Miles run by freight trains.....	13,526,151	
Miles run by mixed trains.....	970,799	
Total mileage trains earning revenue	22,285,659	
Miles run by switching trains	4,005,550	
Miles run by construction and other trains.....	609,991	
Grand total train mileage.....	26,901,2 0	
Mileage of loaded freight cars—north or east.....	124,626,602	
Mileage of loaded freight cars—south or west	93,848,420	
Mileage of empty freight cars—north or east.....	29,833,366	
Mileage of empty freight cars—south or west	62,622,112	
Average number of freight cars in train.....	21.81	
Average number of loaded cars in train	15.83	
Average number of empty cars in train.....	6.48	
Average number of tons of freight in train.....	187.10	
Average number of tons of freight in each loaded car...	10.90	

[M., ST. P. & S. STE M. R. R. CO.]
 DESCRIPTION OF EQUIPMENT.—CONTINUED.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Dining cars.....	.....	8	8	Westinghouse...	{ 2 6	Cowell Miller
Parlor cars.....	.....	16	16	Westinghouse...	{ 8 13	Cowell Miller
Sleeping cars.....	.....	53	53	Westinghouse...	{ 14 39	Cowell Miller
Baggage, express and postal cars.....	2	285	276	Westinghouse...	254	Miller
Other cars in passenger service.....	.....	2	2	Westinghouse...	2	..... Miller
Total.....	1	706	757	Westinghouse....	725	
In freight service—						
Box cars.....	280	18,663	7,545	Westinghouse....	9,760	..... M. C. B.
Fiat cars.....	123	5,172	1,040	Westinghouse....	2,138	..... M. C. B.
Stock cars.....	115	2,531	702	Westinghouse....	888	..... M. C. B.
Coal cars.....						
Tank cars.....						
Refrigerator cars.....	10	478	396	Westinghouse....	482	..... M. C. B.
Other cars in freight service.....		311	110	Westinghouse....	100	..... M. C. B.
Total.....	32	27,155	9,786	Westinghouse....	13,268	

[M. ST. P. & S. STE. M. RY. CO.]

DESCRIPTION OF EQUIPMENT.—CONTINUED.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
In company's service—						
Officers' and pay cars.....		11	11	Westinghouse....	11	..... Miller
Gravel cars.....	2	272		Westinghouse....	148	..... M. C. B.
Derrick cars.....		11	2			
Caboose cars.....	1	461	2	Westinghouse....	23	..... M. C. B.
Other road cars.....	1	62				
Total	2	817	15	Westinghouse....	182	
Total cars in service.....	21	28,738	10,768	Westinghouse....	14,175	
Less cars leased.....						
Total cars owned.....	31	28,738	10,868	Westinghouse....	14,175	
Cars contributed to fast freight line service.....						

[C., M. & ST. P. RY. CO.]

MILEAGE.—STATE OF NORTH DAKOTA.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	118.21	.....	.....	.....	.....	.....	.....	.....	5.98	112.23
Miles of second track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of third track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of connecting track.....	.70	.....	.....	.....	.....	.....	.....	.....	.....	.70
Miles of yard track and sidings,	7.33	.....	.....	.....	.....	.....	.....	.....	5.50	1.83
Total mileage operated (all tracks).....	126.24	.....	.....	.....	.....	.....	.....	.....	11.46	114.78

[C., M. & ST. P. RY. CO.]

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	Line Represented by Capital Stock.		Joint Ownership.	Line Operated Under Track- age Rights.	Total Mileage Operated.	Rails.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Miles of single track	6,139.62	.....	11.3	37.17	6,187.92	727.81	5,422.94
Miles of second track	179.71	.....	1.67	23.14	204.52	.....	181.38
Miles of third track	3.25	.....	.....	1.14	4.39	.....	3.25
Miles of connecting track	29.60	.....	1.75	.....	31.35	.....	31.35
Miles of yard track and sidings	1,396.04	.....	40.67	.....	1,406.71	1,055.03	351.68
Total Mileage operated (all tracks) ..	7,745.22	.....	55.22	61.45	7,834.89	1,782.84	5,990.60
One-half of 55.22	27.61	.....	.....	.....	.....	.....	.....
	7,745.83	.....	.....	.....	.....	.....	.....

[C., M. & ST. P. RY. CO.]

MILEAGE—CONTINUED.

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	Line Represented by Capital Stock.		Joint Ownership.	Line Operated Under Track- age Rights.	Total Mileage Owned.	Rails.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Illinois.....	317.23	.....	.65	21.07	338.95	3.39	314.49
Wisconsin.....	1,644.49	.....	3.30	.....	1,647.79	97.34	1,550.45
Iowa.....	1,551.39	.....	1.98	2.97	1,556.34	137.54	1,415.83
Minnesota.....	1,114.89	.....	5.20	.....	1,120.09	159.99	960.10
North Dakota.....	118.21	.....	.....	.....	118.21	5.96	112.25
South Dakota.....	1,101.06	.....	.....	.....	1,101.06	323.59	777.47
Missouri.....	140.27	.....	.....	6.06	146.33	.....	140.27
Michigan.....	152.08	.....	.....	.....	152.08	.....	152.08
Nebraska.....	.....	.....	.....	6.30	6.30	.....	.....
Kansas.....	.....	.....	.....	.77	.77	.....	.....
Total mileage owned (single track.)	6,189.62	.....	11.13	37.17	6,187.92	727.81	5,422.94
One-half of 11.12.	5.56	.....	.....	.....	.....	.....	.....
	6,145.18	.....	.....	.....	.....	.....	.....

[C., M. & ST. P. RY. CO.]

MILEAGE—CONTINUED.

C. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES. (SINGLE TRACK)

State or Territory.	Line Represented by Capital Stock.		One-half of Track Owned Jointly.	Total Mileage Operated.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Illinois.....	317.23	.....	.32	317.55	.....	3.39	314.16
Wisconsin.....	1,64,449	.....	1.65	1,646.14	.....	97.84	1,548.30
Iowa.....	1,551.39	.....	.99	1,552.38	.....	137.54	1,414.84
Minnesota.....	1,114.39	.....	2.60	1,117.40	.....	159.99	957.50
North Dakota.....	118.21	.....	.....	118.21	.....	5.96	112.25
South Dakota.....	1,101.06	.....	.....	1,101.06	.....	823.89	774.47
Missouri.....	140.27	.....	.....	140.27	.....	.....	140.27
Michigan.....	152.08	.....	.....	152.08	.....	.....	152.08
Total mileage owned (single track)	6,139.63	.....	5.56	6,145.18	.....	727.81	5,417.37

[C., M. & ST. P. RY. CO.]

CHARACTERISTICS OF ROAD.

STATE OF NORTH DAKOTA.

To secure data for correctly compiling the statement here requested it will be necessary to make a resurvey of a large portion of the system, as in the last twenty years modifications of grades have been made of which there are in many instances no records in the engineer's office. On some lines acquired by this company there are no profiles in existence. To compile what data we have would require about three months time and to make a survey of the parts of the line of which we have no correct records may require four months work with a field party.

[C., M. & ST. P. RY. CO.]

TELEGRAPH.

(A. Owned by Company Making This Report.)

Miles of Line.	Miles of Wire.	Operated by This Company.		Operated by Another Company.		
		Miles of Line.	Miles of Wire.	Miles of Line.	Miles of Wire.	Name of Operating Company.
116.16	117.20	.....	.....	116.00	117.20	Western U. Teleg. Co.

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

For the construction of the telegraph lines the Western Union Telegraph company or the North Western Telegraph company in some cases furnished some material and claim joint ownership. Amount not definitely fixed.

[C., M. & ST. P. RY. CO.]

CHARACTERISTICS OF ROAD.- STATE OF NORTH DAKOTA.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Bridges—						.....	.....
Stone .....	.....	.....	.....	.....	.....	.....	.....
Iron .....	.....	.....	.....	.....	.....	.....	.....
Wooden .....	.....	.....	.....	.....	.....	.....	.....
Combination .....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	.....	.....	.....	.....	.....	.....
Trestles—							
Iron.....	.....	.....	.....	.....	.....	.....	.....
Wood.....	30	2,510	.....	10	.....	296	.....
Tunnels.....	.....	.....	.....	.....	.....	.....	.....

Gauge of track, 4 feet, 8½ inches; 118.21 miles.

[C., M. & ST. P. RY. CO.]

CAR MILEAGE.

PAID OR ALLOWED FOR ROLLING STOCK NOT THE PROPERTY OF
RAILROADS NOR CONSIGNED FOR USE BY LEASE.

American Live Stock Transportation company.	Cold Blast Transportation company.
American Refrigerator Transit company.	Continental Fruit Express company.
American Cotton Oil company.	Cornplanter Refining company.
Ames Coal Transportation company.	Craig Oil company.
Anglo-American Provision company.	Crystal Oil works.
Armour car lines.	Cudahy Milwaukee Refrigerator line.
American Transportation company.	Cudahy Refrigerator line.
Arms Palace Horse Car company.	Crupples, S., Woodenware company.
Abernathy Furniture company.	Dold, J., Packing company.
American Car company.	Empire line.
American tank line.	Empire Oil works.
Austell Refrigerator Car company	Erie Despatch.
Barrett & Barrett.	Fecker Brewing Company, refrigerator line.
Barrett, S. E., Manufacturing company.	Fairbank, N. K., & Co.
Blue Line Transit company.	Great Eastern line.
Boyd, Dunham & Co.	Green line.
Briggs Manufacturing company.	Hammond Refrigerator line.
Brill, J. G., & Co.	Havens, C. B., & Co.
Burton Stock Car company.	Healey Refrigerator line.
Butler, J. E., Furniture line.	Hannibal Transfer company.
Britton, D. W.	Hicks Stock Car company.
Barbarossa Refrigerator line.	Harris Coalery company.
California Fruit Express company.	Heim, Ferd, Brewing company.
California Fruit Transportation company.	Hutchinson Packing company.
Canada Southern line	Independent Refining company.
Canadian Pacific Despatch.	International Oil works.
Canada Cattle Car company	Interstate Transit company.
Case, J. L., Threshing Machine company.	Interstate Ventilator Refrigerator Car line.
Cedar Rapids Refrigerator Express company.	Inland Steel company.
Central Equipment company.	Johnson, F. C.
Chappell Chemical company.	Kansas City Dressed Beef line.
Chicago Refrigerator car line.	Kansas City Refrigerator Car company.
Clinax Gasoline company.	Kansas Manufacturers' Despatch.

R. R. Com.--21.

[C., M. & ST. P. RY. CO.]

CAR MILEAGE—CONTINUED.

PAID OR ALLOWED FOR ROLLING STOCK NOT THE PROPERTY OF
RAILROADS NOR CONSIGNED FOR USE BY LEASE.

Keystone Palace Horse car company	Pullman Palace car company
Kentucky Refining company	Producers' Oil company
Laurel Hill car and coal company	Provision Dealers' Despatch
Libby, McNeill & Libby	Racine Wagon & Carriage company
Lipton Refrigerator line	Ramage, S. Y.
Live Poultry transportation company	Red Line Transit company
Manhattan Oil company	Rend, W. P. & Co.
Mann Bros.	Rock Falls Manufacturing company
Mather Stock car company	Rocky Mountain Oil company
Mattheissen & Hegler Zinc company	Royston, Herbert
Mattoon Manufacturing company	Rainey, W. J.
Menasha Wooden Ware company	St. Charles car company
Merchants' Despatch Transfer company	St. Louis Refrigerator car company
Midland Line	Scofield, Shurmer & Teagle
Missouri Valley refrigerator line	Silberhorn Refrigerator car company
Mitchell & Lewis company	Sioux City Dressed Beef Refrigerator line
Morell Refrigerator line	Smith, E. C.
Morris Nelson & Co.	South Eastern line
Minneapolis Stock Yards and Packing company	Southern Despatch Lumber line
Muir Tank line	Southern Iron car line
Michigan Salt line	Street's Western Stable car line
National Despatch line	Sun Oil line
National Furnace company	Swift Refrigerator line
National Linseed Oil company	Sheboygan Chair company
National Rolling Stock company	Titusville Oil Works
New York Despatch Refrigerator line	Union Refrigerator Transit company
Northwest Despatch Fast Freight line	Union Tank line
Nichols Chemical company	United States Transportation company
National Fruit Despatch	Venice Transportation company
Omaha Packing company	Weaver, Getz & Co.
Paragon Packing company	Western Car Leasing company
Peavey Grain line	White Line Transit company
Peerless Tank line	White Star Transportation company
Penn Refining company	Washington Refining company

OATH.

STATE OF ILLINOIS,

COUNTY OF COOK.

} ss.

We, the undersigned, Roswell Miller, president, and W. N. D. Winne, general auditor of the Chicago, Milwaukee and Saint Paul Railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

ROSWELL MILLER, President.

W. N. D. WINNE, General Auditor.

Subscribed and sworn to before me this 5th day of October, 1896.

W. D. MILLARD,

Notary Public, Minneapolis.

ANNUAL REPORT
OF THE
Chicago and Northwestern Railway Co.
TO THE
COMMISSIONERS OF RAILROADS OF THE STATE OF NORTH DAKOTA
FOR THE YEAR ENDING JUNE 30, 1896.

HISTORY.

Name of common carrier making this report? Chicago and Northwestern Railway Co.

Date of organization? June 7, 1859.

Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under act of Illinois legislature approved February 19, 1859; and under act of Wisconsin legislature approved March 14, 1859. Certificate made June 6, 1859.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Other companies have been consolidated with the Chicago and Northwestern railway company, as follows:

[C. & N. W. RY. CO.]

HISTORY—CONTINUED.

Name of Company.	State.	Charter or Organization Under General Law.
Dixon, Rockford & Kenosha Ry. Co.	Ill. and Wis.....	..... Organized January 16, 1864
Galena & Chicago Union R. R. Co.	Illinois	Chartered by act of Ill., Jan. 16, 1836
		Amended by act of Ill., Mar. 4, 1837
		Amended by act of Ill., Feb. 24, 1847
		Amended by act of Ill., Feb. 11, 1853
		Amended by act of Ill., Feb. 25, 1854
		Amended by act of Ill., Feb. 15, 1855
Peninsular railroad company.....	Michigan.....	.....Organized February 8, 1862
Beloit & Madison R. R. company...	Wisconsin.....	Chartered by act of Wis., Feb. 18, 1852
Baraboo Air Line railroad company	Wisconsin.....	Chartered by act of Wis., Mar. 8, 1870
		Amended by act of Wis., Jan. 31, 1871
La Crosse, Trempealeau & Prescott railroad company.....	Wisconsin.....	Chartered by act of Wis., Mar. 6, 1857
		Amended by act of Wis., Apr. 4, 1864
Menominee River railroad company	Michigan .....	..... Organized Feb. 9, 1875
Escanaba & Lake Superior Ry. Co..	Michigan .....	..... Organized Nov. 20, 1880
Elgin & State Line railroad Co	Illinois.....	Chartered by act of Ill., Feb. 12, 1859
Chicago, Mil. & N. W. Ry. Co	Ill. and Wis.....	.....Organized March 19, 1881

Date and authority for each consolidation?

Date of Consolidation.	Companies Acquired by Consolidation.	Authority for Consolidation
January 19, 1864.	Dixon, Rockford and Kenosha railroad company.	..... General railroad law
June 2, 1864	Galena and Chicago Union railroad company	Auth. conferred by charter
October 21, 1864.	Peninsular railroad company .....	..... General railroad law
January 10, 1871.	Beloit and Madison railroad company	Auth. conferred by charter
March 10, 1871..	Baraboo Air Line railroad company.....	Auth. conferred by charter
January 6, 1877..	LaCrosse, Trempealeau & Prescott railroad Co..	Auth. conferred by charter
July 1, 1882.....	Menominee River railroad company .....	..... General railroad law
July 1, 1882.....	Escanaba and Lake Superior railroad company ...	..... General railroad law
June 7, 1888.....	Elgin and State Line railroad company.....	Auth. conferred by charter
June 7, 1888.....	Chicago, Milwaukee and Northwestern Ry. Co ..	..... General railroad law

[C. & N. W. RY. CO.]

HISTORY—CONTINUED.

The property and franchises of other companies have been acquired by the Chicago and North-western railway company by purchase as follows.

Date of Organization	Companies.	State.	Date of Purchase.	Authority for Purchase.
Apr. 4, 1882.	Galesville & Miss. R. R. Co....	Wisconsin	Mar. 16, 1883	General railroad law
Mar. 18, 1880	Rock River railroad company.	"	Mar. 16, 1883	" " "
Jan. 26, 1886.	Chicago, Ia. & Neb. R. R.	Iowa	July 1, 1884	" " "
June 14, 1889	Cedar Rapids & Mo. R. R.	"	July 2, 1884	" " "
June 10, 1876	Maple River railroad Co.	"	July 8, 1884	" " "
July 31, 1872	Stanwood & Tipton	"	Oct. 24, 1884	" " "
Mar. 2, 1870	Iron Midland railway Co.	"	Oct. 24, 1884	" " "
July 2, 1883..	Ottumwa, C. F. & St. P. Ry Co.	"	Oct. 24, 1884	" " "
June 18, 1880	Iowa S. W. Ry. company	"	Oct. 24, 1884	" " "
Aug. 1, 1870	Des Moines & Minn. R. R. Co	"	Oct. 24, 1884	" " "
Apr. 9, 1886.	Maple Valley railroad Co.	"	May 4, 1887	" " "
Apr. 15, 1886	Janesville & Evansville Ry Co	Wisconsin	May 6, 1887	" " "
Jan. 13, 1887.	Sioux Valley railway Co.	Iowa	Nov. 2, 1887	" " "
Aug. 18, 1873	Iowa Ry, Coal and Mfg. Co....	"	Nov. 2, 1887	" " "
Oct. 30, 1886	Linn county Ry. Co	"	Nov. 2, 1887	" " "
June 29, 1858	Sycamore & Cortland R. R. Co	Illinois	June 1, 1888	Act of Ill. June 30, 1885
Feb. 13, 1884	Northern Illinois Ry. Co.	"	June 1, 1888	Act of Ill. June 30, 1885
Oct. 8, 1886 .	Iron River Ry. Co.	Michigan	June 10, 1889	Act of Mich. Feb. 27, '89
Aug. 13, 1887	Iron Range Ry Co.	"	June 10, 1889	Act of Mich. Feb. 27, '89
Aug. 8, 1887	Lake Geneva & St. Louis Ry Co	Wisconsin	June 10, 1889	General railroad law
June 15, 1869	Toledo & Mo. Western Ry Co.	Iowa	June 6, 1890	General railroad law
Jan. 7, 1889..	Junction Ry. Co.	Illinois	June 4, 1891	Act of Ill. June 30, 1885
May 28, 1890	Point River Ry. Co.	Michigan	June 4, 1891	Act of Mich. Feb. 27, '89
Dec. 11, 1875	Mil., Lake Shore & W. Ry. Co.	Wis & Mich	Aug. 19, 1893	General railroad law

The following named companies are controlled by the Chicago and Northwestern railway company by ownership of capital stock and no distinction is made in this report by reason of their separate incorporation:

Name of Company.	Where Organized	Charter or Organization.
Dakota Central railway company	Dakota .....	.....Organized May 7, 1879
Princeton and Western Ry. Co	Wisconsin .....	.....Organized Aug. 1, 1883
Winona and St. Peter R. R. Co.	Minnesota. ....	....Chartered by act of March 10, 1882
Wisconsin Northern Ry. Co.	Wisconsin. ....	.Section 1820, chapter 87, laws of Wis.

[C. & N. W. RY. CO.]

HISTORY—CONTINUED.

Leased Line:

Name of Company.	Where Organized.	Charter or Organization.
St. Paul, Eastern Grand Trunk Ry. Co.	Wisconsin .....	..... Organized September 5, 1879

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not a reorganized company.

[C. & N. W. RY. CO.]

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
David P. Kimball.....	Boston, Mass.....	..... June, 1897
Chauncey M. Depew.....	New York.....	..... June, 1897
Sam'l F. Barger	New York.....	..... June, 1897
Albert Keep	Chicago, Ill.....	..... June, 1897
M. L. Sykes.....	New York.....	..... June, 1897
James C. Fargo.....	New York.....	..... June, 1897
Zenas Crane.....	Dalton, Mass.....	..... June, 1898
Oliver Ames.....	Boston, Mass.....	..... June, 1898
James Stillman	New York.....	..... June, 1898
Marvin Hughitt	Chicago, Ill.....	..... June, 1898
N. K. Fairbank.....	Chicago, Ill.....	..... June, 1898
Byron L. Smith.....	Chicago, Ill.....	..... June, 1899
Cyrus H. McCormick.....	Chicago, Ill.....	..... June, 1899
F. W. Vanderbilt.....	New York.....	..... June, 1899
W. K. Vanderbilt	New York.....	..... June, 1899
H. McK. Twombly	New York.....	..... June, 1899
John I. Blair.....	Blairstown, N. J. ....	..... June, 1899

Total number of stockholders at date of last election? 5,247.

Date of last meeting of stockholders for election of directors? June 4, 1896.

Give postoffice address of general office? Chicago and New York.

Give postoffice address of operating office? Chicago.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, J. B. Redfield, title, auditor, address, Chicago.

[C. & N. W. RY. CO.]

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Albert Keep	Chicago, Ill.
President	Marvin Hughitt.....	Chicago, Ill.
First Vice President.....	Martin L. Sykes.....	New York
Second Vice President.....	Marshall M. Kirkman	Chicago, Ill.
Third Vice President.....	William H. Newman.....	Chicago, Ill.
Secretary	Martin L. Sykes.....	New York
Treasurer.....	Martin L. Sykes.....	New York
General counsel.....	Lloyd W. Bowers	Chicago, Ill.
Auditor.....	J. B. Redfield	Chicago, Ill.
General manager.....	John M. Whitman	Chicago, Ill.
Chief engineer	John E. Blunt	Chicago, Ill.
General superintendent.....	Sherburn Sanborn.....	Chicago, Ill.
Div. Supt. N. D. lines.....	James S. Oliver.....	Huron, S. D.
Supt. of telegraph	George H. Thayer.....	Chicago, Ill.
General freight agent.....	Hiram R. McCullough	Chicago, Ill.
General passenger agent.....	Warren B. Kniskern.....	Chicago, Ill.
General ticket agent	Warren B. Kniskern	Chicago, Ill.
General baggage agent	Nathaniel A. Phillips	Chicago, Ill.
Land commissioner.....	Charles E. Simmons.....	Chicago, Ill.

[C. & N. W. RY. CO.]

PROPERTY OPERATED—STATE OF NORTH DAKOTA.

(For Roads Making Operating Reports.)

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Proprietary lines.....	.....	.....	.....	14.28
Dakota Central Ry. Co.....	So. Dak. state line	Oakes.....	14.28	.....
Total mileage operated....	.....	.....	.....	14.28

[C. & N. W. RY. CO.]

PROPERTY OPERATED.

(For Roads Making Operating Reports.)

MILES OF COMPLETED ROAD--JUNE 30, 1896.

Lines Chartered as or Consolidated with C. & N. W. Ry. Co.		Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.	Total
From	To								
Chicago.....	Council Bluffs	137.88	353.12	.....	.....	.....	.....	.....	491.00
Chicago.....	Freeport	121.00	.....	.....	.....	.....	.....	.....	121.00
Geneva.....	Aurora.....	9.40	.....	.....	.....	.....	.....	.....	9.40
Geneva.....	St. Charles	2.40	.....	.....	.....	.....	.....	.....	2.40
Sycamore	Cortland.....	4.64	.....	.....	.....	.....	.....	.....	4.64
Elgin	William Bay	35.82	.....	15.22	.....	.....	.....	.....	51.04
Belvidere.....	Spring Valley	75.78	.....	.....	.....	.....	.....	.....	75.78
So. Branch Junction	River (Chicago).....	4.50	.....	.....	.....	.....	.....	.....	4.50
Clinton.....	Anamosa (Quarry).....	.....	73.57	.....	.....	.....	.....	.....	73.57
Sunwood	Tipton .....	.....	8.50	.....	.....	.....	.....	.....	8.50
Cut off near Cedar Rapids.....	Jewell Junction .....	.....	5.96	.....	.....	.....	.....	.....	5.96
Des Moines.....	Elmore .....	.....	59.09	.....	.....	.....	.....	.....	59.09
Tanna	Wall Lake Junction .....	.....	104.22	.....	.....	34	.....	.....	104.56
Jewell Junction.....	Hawarden .....	.....	73.68	.....	.....	.....	.....	.....	73.68
Eagle Grove .....	.....	.....	145.20	.....	.....	.....	.....	.....	145.20

[C. & N. W. RY. CO.]
PROPERTY OPERATED—CONTINUED.

(For Making Operating Reports.)

MILES OF COMPLETED ROAD.—JUNE 30, 1898.

Lines Chartered as or Consolidated with C. and N. W. Ry. Co.		Illinois.	Iowa.	Wiscon- sin.	Michi- gan.	Minne- sota.	South Dakota.	North Dakota.	Total.
From	To								
Belle Plains	Muchaknock .....	.....	64.00	.....	.....	.....	.....	.....	64.00
Boone	Coal Banks .....	.....	3.25	.....	.....	.....	.....	.....	3.25
Maple River Junction	Onawa .....	.....	80.85	.....	.....	.....	.....	.....	80.85
Wall Lake	Noville .....	.....	79.87	.....	.....	.....	.....	.....	79.87
Carroll	Kirkman .....	.....	34.81	.....	.....	.....	.....	.....	34.81
Manning	Audubon .....	.....	17.00	.....	.....	.....	.....	.....	17.00
Chicago	Ft. Howard	69.73	.....	172.47	.....	.....	.....	.....	242.20
Appleton Water Power Extens'n.	.....	.....	.....	3.63	.....	.....	.....	.....	3.63
Kenosha	Rockford	44.03	.....	28.07	.....	.....	.....	.....	72.10
Chicago	Montrose	5.20	.....	.....	.....	.....	.....	.....	5.20
Montrose	North Evanston	7.69	.....	.....	.....	.....	.....	.....	7.69
Chicago	Milwaukee	44.60	.....	40.40	.....	.....	.....	.....	85.00
Milwaukee	Fond du Lac .....	.....	.....	62.63	.....	.....	.....	.....	62.63
Sheboygan	Princeton .....	.....	.....	78.40	.....	.....	.....	.....	78.40
Milwaukee	Montfort .....	.....	.....	140.88	.....	.....	.....	.....	140.88
Montfort	Galena	10.80	.....	86.04	.....	.....	.....	.....	46.34

[C. & N. W. RY. CO.]

PROPERTY OPERATED—CONTINUED.

(For Roads Making Operating Reports.)

MILES OF ROAD.

Lines Chartered as or consolidated with the C. & N. W. Ry. Co.		Illinois.	Iowa.	Wiscon- sin.	Michi- gan.	Minne- sota.	South Dakota.	North Dakota.	Total.
From	To								
Montfort.....	Woodman.....	.....	.....	30.50	.....	.....	.....	.....	30.50
Ipswich.....	Platteville.....	.....	.....	4.00	.....	.....	.....	.....	4.00
Lancaster Junction ..	Lancaster.....	.....	.....	12.04	.....	.....	.....	.....	12.04
Janesville.....	Upton.....	.....	.....	6.10	.....	.....	.....	.....	6.10
Belvidere.....	Winona.....	21.00	.....	205.87	.....	.13	.....	.....	227.00
Winona Junction.....	LaCrosse.....	.....	.....	3.96	.....	.....	.....	.....	3.96
Trenpealeau.....	Galesville.....	.....	.....	6.71	.....	.....	.....	.....	6.71
Evansville.....	Janesville.....	.....	.....	15.68	.....	.....	.....	.....	15.68
Ft. Seward.....	Republic.....	.....	.....	49.45	153.19	.....	.....	.....	202.64
Clowrie.....	Michiganne.....	.....	.....	.....	10.44	.....	.....	.....	10.44
Wabic.....	Champion.....	.....	.....	.....	1.23	.....	.....	.....	1.23
Powers.....	Watersmeet.....	.....	.....	13.73	90.60	.....	.....	.....	104.33
Stager.....	Crystal Falls.....	.....	.....	.....	9.10	.....	.....	.....	9.10
Naventa.....	Metropolitan.....	.....	.....	.....	34.86	.....	.....	.....	34.86
Branches to mines off main line.....	.....	.....	.....	.....	42.27	.....	.....	.....	42.27
" " " off.....	E. & L. S. line.....	.....	.....	.....	8.44	.....	.....	.....	8.44

[C., & N. W. RY. CO.]
PROPERTY OPERATED.—CONTINUED.

(For Roads Making Operating Reports.)

MILES OF ROAD.

Lines Chartered as or Consolidated With C. & N. W. Ry. Co.		Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.	Total.
From	To								
Branches to mines off main line ...	Menominee River line .....	.....	.....	4.71	31.42	.....	.....	.....	36.13
" " " ..	Crystal Falls to Hemlock mine... ..	.....	.....	.....	15.00	.....	.....	.....	15.00
" " " ..	Off Ashland division.....	.....	.....	4.89	29.38	.....	.....	.....	34.22
" " " ..	Industries off Ashland division..	.....	.....	20.92	.52	.....	.....	.....	21.44
Lake Shore Junction	Ashley, Wis.....	.....	.....	319.24	66.89	.....	.....	.....	386.13
Monico Junction	Hurley, Wis.....	.....	.....	88.11	.....	.....	.....	.....	88.11
Two Rivers Junction	Two Rivers, Wis.....	.....	.....	6.35	.....	.....	.....	.....	6.35
Hortonville	Oshkosh, Wis.....	.....	.....	23.10	.....	.....	.....	.....	23.10
Eland Junction	Marshfield, Wis .....	.....	.....	63.87	.....	.....	.....	.....	63.87
North Antigo	E. Bryant switch.....	.....	.....	7.27	.....	.....	.....	.....	7.27
Pratt Junction	Harrison.....	.....	.....	17.85	.....	.....	.....	.....	17.85
Parish Junction	Parish .....	.....	.....	4.54	.....	.....	.....	.....	4.54
Watesmeet	Choate .....	.....	.....	.....	22.82	.....	.....	.....	22.82
Interior Junction	Interior.....	.....	.....	.....	1.61	.....	.....	.....	1.61
Craigsmere	Robbins .....	.....	.....	.....	3.47	.....	.....	.....	3.47

[C. & N. W. RY. CO.]
PROPERTY OPERATED—CONTINUED.

(For Roads Making Operating Reports.)

MILES OF ROAD.

Lines Chartered as or Consolidated With C. & N. W. Ry. Co.		Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.	Total.
From	To							
Hurley	End of track.....	.....	12.97	.....	.....	.....	.....	12.97
Potato River Junction	End of track.....	.....	2.60	.....	.....	.....	.....	2.60
Extension through section 34 .....	.....	.....	1.34	.....	.....	.....	.....	1.34
Total C. & N. W. Ry. (Chartered or Consolidated) .....	.....	593.97	1,503.54	521.29	.47	.....	.....	2,220.27

[C. & N. W. RY. CO.]
PROPERTY OPERATED—CONTINUED.
 (For Roads Making Operating Reports)
 MILES OF COMPLETED ROAD.—JUNE 30, 1906.

Proprietary Lines.		Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.	Total.
From	To								
Princeton and Western Ry—									16.06
Valley Junction	Necedah			16.06					
Winona and St. Peter R. R.—									448.48
Winona	Watertown					288.50	34.48		
Mankato Junction	Mankato					3.75			
Sleepy Eye	Redwood Falls					24.40			
Rochester	Zumbrota					24.48			
Eyota	Plainview					15.01			
Eyota	Chatfield					11.46			
Tracy	Dakota Line					46.40			
Dakota Central Ry.—									723.98
Minnesota State Line	Pierre						209.11		
James Valley Junction	Oakes						117.67	14.28	
Watertown Junction	Watertown						48.33		
Watertown	Gettysburg						146.25		
Iroquois	Hawarden (St. Line)						125.49		

[C. & N. W. RY. CO.]
PROPERTY OPERATED—CONTINUED.

(For roads making operating reports.)

MILES OF ROAD.

Lines chartered as or consolidated with the C. & N. W. Ry. Co.		Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.	Total.
From	To								
Centerville.....	Yankton.....	.....	.....	.....	.....	.....	28.46	.....	.....
Doland	Groton .....	.....	.....	.....	.....	.....	38.84	.....	.....
Total .....		.....	.....	18.06	.....	414.00	744.13	14.28	1,188.47
Leased lines, viz—									
St. Paul Eastern Grand Trunk Railway .....		.....	.....	.....	.....	.....	.....	.....	60.02
Clintonville to Oconto .....		.....	.....	56.00	.....	.....	.....	.....	.....
Spurs .....		.....	.....	4.02	.....	.....	.....	.....	.....
Total .....		.....	.....	60.02	.....	.....	.....	.....	60.02
Recapitulation—									
Chicago & Northwestern railway (chartered or consolidated)		583.97	1,163.12	1,303.54	521.19	.47	.....	.....	3,782.29
Proprietary lines.....		.....	.....	16.06	.....	414.00	744.13	14.28	1,188.47
Leased lines .....		.....	.....	60.02	.....	.....	.....	.....	60.02
Grand total		583.97	1,163.12	1,379.62	921.19	414.47	744.13	14.28	5,080.78

[C. & N. W. RY. CO.]

PROPERTY OPERATED—CONTINUED.

(Name of all Coal, Bridge, Canal or Other Properties, the Earnings and Expenses of Which Affect the General Balance Sheet.)

Name.	Character of Business.	Title, (Owned, Leased, Etc.)	State or Territory.
Western Town Lot Co. } Pioneer Town Site Co. }	Establishing towns and selling town lots.....	Ownership of stock.	Iowa, Minn., No. Dak., So. Dak., and Wis. Neb., So. Dakota, and Wyoming.
Minnesota Land Grant } Wisconsin Land Grant }	Selling lands.....	Owned by propri- etary company. Owned Owned	Minnesota and So. Dakota. Wisconsin. Michigan.
Consolidation Coal Co.....	Mining and sell- ing coal.....	Ownership of stock.	Iowa.

R. R. Com.--23.

[C. & N. W. RY. CO.]
CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total amount Issued and Outstanding.	Dividends Declared During Year	
					Rate.	Amount.
Capital Stock and Scrip C. & N. W. Ry.:						
Common, including \$2,383,608.05 owned by company.....	* 414,028	\$ 100 00	No fixed am't	\$ 41,402,885 97	5	\$ 1,983,082 50
Capital stock and scrip C. & N. W. Ry. Co., preferred, in- cluding \$3,704.56 owned by company.....	* 223,534	100 00	No fixed am't	22,833,454 56	7	1,583,975 00
Capital stock of proprietary companies whose operation, etc., are embraced in this report.....	26,275	100 00	No fixed am't	2,627,500 00	.....	.....
Total.....	* 663,838	.....	.....	\$ 66,863,840 53	.....	\$ 3,517,087 50

*Net decrease.

[C. & N. W. RY. CO.]

CAPITAL STOCK—CONTINUED.

Manner of Payment for Capital Stock.	Number of Shares Issued During Year.	Cash real- ized on Am't Issued Dur'g Year.	Total Number Shares Issued and Outstand'g.	Total Cash Realized.	Remarks.
Issued for cash:					
1885 1889, preferred			36,400	\$ 2,911,466 14	
Assured by proprietary companies for account of construction:					
Common	Dec. 1,750		26,275		
Issued for properties acquired:					
Common			\$95,276		
Preferred			110,699		
Issued for retiring bonds:					
Common	150		5,520		
Preferred	150		52,150		
Issued in 1887 and 1898 for dividends in lieu of income used for construction:					
Common			13,282		
Preferred			24,066		
Total	* 1,450		663,638		

*Net decrease.

[C. & N. W. RY. CO.]

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.
	Date of Issue.	When Due.		
Mortgage Bonds—				
M. L. S. & W. Ry, H. & O. Bch, 1st mtge	April 1, 1886	Apr. 1, 1896	\$ 250,000	\$ 250,000
Maple River R. R., 1st mtge.....	July 1, '77	July 1, '97	520,000	488,000
Chicago & Mil. Ry, 1st mtge.....	July 1, '63	July 1, '98	1,700,000	1,700,000
Peninsula R. R., 1st mtge.....	July 1, '63	Sept. 1, '98	1,200,000	1,200,000
Iowa Midland Ry, 1st mtge.....	Aug. 1, '70	Oct. 1, 1900	1,350,000	1,350,000
Escanaba & Lake Sup. Ry, 1st mtge.....	July 1, '81	July 1, '01	720,000	720,000
C. & N. W. Ry, 1st mtg, (Iowa div).....	April 1, '91	Apr. 1, '02	1,411,000	1,411,000
C. & N. W., General Consolidated Gold..	Nov. 30, '72	Dec. 1, '02	48,000,000	13,651,000
Milwaukee & Madison Ry, 1st mtge.....	Sept. 1, '80	Sept. 1, '05	1,600,000	1,600,000
Chicago & Tomah, R. R., 1st mtge.....	Sept. 1, '80	Nov. 1, '05	152,000	1,528,000
C., M. & N. W. Ry, construction.....	May 1, '82	Nov. 1, '05	750,000	750,000
Menominee River R. R., 1st mtge.....	July 1, '78	July 1, '06	400,000	400,000
Menominee River R. R., ext. 1st mtge....	Jan. 1, '80	July 1, '06	160,000	160,000
Des Moines & Minn R. R., 1st mtge.....	Feb. 1, '82	Feb. 1, '07	600,000	600,000
Dak. C. Ry., 1st mtge (W. & St. P. con.)	May 1, '82	Sept. 1, '07	1,065,000	1,065,000
W. & St. P. R. R., 2 (now 1st) mtge.....	Nov. 1, '87	Nov. 1, '07	1,800,000	1,800,000
Dak. Cen. Ry, 1st mtge (S. E. div.).....	Nov. 1, '82	Nov. 1, '07	2,000,000	2,000,000
Roch. & No. Minn Ry, 1st mtge.....	Sept. 1, '78	Sept. 1, '08	200,000	200,000
Plainview R. R., 1st mtge.....	Sept. 1, '78	Sept. 1, '08	100,000	100,000
Minn. Valley Ry, 1st mtge.....	Oct. 1, '78	Oct. 1, '08	150,000	150,000
O. C., F. & St. P. Ry, 1st mtge.....	Mch. 1, '84	Mar. 1, '09	1,600,000	1,600,000
C. R. & M. R. R. R. mtge of 1884.....	June 1, '84	June 1, '09	769,000	769,000
Northern Illinois Ry, 1st mtge.....	Apr. 1, '85	Mar. 1, '10	1,600,000	1,500,000
Madison extension, 1st mtge skg fund....	Apr. 1, '71	Apr. 1, '11	3,150,000	3,150,300
Menominee extension 1st mtge, skg fund.	June 1, '71	June 1, '11	2,700,000	2,700,000
C. & N. W. Ry, con. skg. fund currency..	June 16, '85	Feb. 1, '15	12,900,000	12,804,000
C. R. & M. R. R. R., 3d div. 1st mtge....	May 1, '86	May 1, '16	2,500,000	2,332,000
W. & St. P. ext., West div., 1st mtge.....	Dec. 1, '71	Dec. 1, '16	4,375,000	4,375,000

[C. & N. W. RY. CO.]

FUNDED DEBT—JUNE 30, 1896.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Amount Outstanding.	Cash Realized on Amount Issued.	Interest.			
		Rate Per Cent.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
.....		6	April and Oct.	\$ 1,005 00	\$ 1,440 00
\$ 402,500 00		7	Jan. and July	28,175 00	28,245 00
1,700,000 00	These bonds were assumed by the C. & N. W. Ry Co. when it acquired the roads named.	7	" " "	119,000 00	119,490 00
96,000 00		7	Mar. and Sept.	7,770 00	8,470 00
1,350,000 00		8	April and Oct.	108,000 00	109,120 00
720,000 00		6	Jan. and July	48,200 00	48,200 00
1,411,000 00	1,404,070 95	4.5	April and Oct.	68,495 00	58,995 00
12,386,000 00	12,317,979 18	7	June and Dec.	983,520 00	863,345 00
1,600,000 00		6	Mar. and Sept.	96,000 00	95,940 00
1,528,000 00		6	May and Nov.	91,680 00	90,960 00
750,000 00	These bonds were assumed by the C. & N. W. Ry. Co. when it acquired the roads named.	6	" " "	45,000 00	45,060 00
400,000 00		7	Jan. and July.	28,000 00	27,650 00
160,000 00		7	" " "	11,200 00	11,200 00
690,000 00		7	Feb. and Aug.	42,000 00	42,280 00
1,665,000 00	1,071,890 00	6	Mar. and Sept.	68,900 00	68,900 00
1,502,000 00	1,460,290 00	7	May and Nov.	111,440 00	114,205 00
2,000,000 00	2,012,000 00	6	" " "	120,000 00	120,000 00
200,000 00	These bonds were assumed by the W. & St. P. R. R. Co. when it acquired the roads named.	7	Mar. and Sept.	14,000 00	14,000 00
100,000 00		7	" " "	7,000 00	7,000 00
150,000 00		7	April and Oct.	10,500 00	10,500 00
1,600,000 00	These bonds were assumed by the C. & N. W. Ry. Co. when it acquired the roads named.	5	Mar. and Sept.	80,000 00	79,975 00
769,000 00		7	June and Dec.	53,890 00	54,040 00
1,500,000 00		5	Mar. and Sept.	75,000 00	75,075 00
3,150,000 00	2,788,429 92	7	April and Oct.	220,500 00	222,110 00
2,697,000 00	Issu'd partly for cash and part for const'n.	7	June and Dec.	188,790 00	195,087 50
12,804,000 00	Issu'd partly for cash and part for const'n.	7	Feb. and May. Aug. and Nov.	894,180 00	887,022 50
2,832,000 00	Assumed by C. & N. W. Ry. Co. when it acquired road.	7	May and Nov.	163,240 00	162,715 00
4,241,000 00	3,937,500 00	7	Jan. and Dec.	266,870 00	302,608 00

[C. & N. W. RY. CO.]

FUNDED DEBT—CONTINUED.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.
	Date of Issue.	When Due.		
Mortgage Bonds—Continued.				
Nor. Western Union Ry.....	June 1, 1872	June 1, 1917	\$3,500,000	\$3,500,000
M. L. S. & W. Ry, Con. 1st mtge.....	May 2, '81	May 1, '21	5,000,000	5,000,000
M. L. S. & W. Ry, Marsh. ext. 1st mtge	Oct. 1, '92	Oct. 1, '22	600,000	600,000
M. L. S. & W. Ry, 1st mtge (Mich. div) ..	Jun. 20, '84	July 1, '24	3,000,000	1,281,000
M. L. S. & W. Ry, 1st mtge (Ashl'nd div)	Mar. 2, '85	Mar. 1, '25	1,000,000	1,000,000
M. L. S. & W. Ry, ext. imp. skg. f'd mtge)	Feb. 1, '89	Feb. 1, '29	5,000,000	4,564,000
				\$76,298,000
Miscellaneous obligations—				
C. & N. W. Ry, skg. fund of 1879, 6 per ct.	Oct. 1, '79	Oct. 1, 1929	15,000,000	\$6,440,000
C. & N. W. Ry, skg fund of 1879, 5 per ct.	Oct. 1, '79	Oct. 1, '29		8,560,000
C. & N. W. Ry., ext. of 1886	Apr. 15, '86	Aug. 15, '26	20,000,000	18,692,000
C. & N. W. Ry., ext. of 1886.....	Apr. 15, '86	Aug. 1, '26		\$33,682,000
M. L. S. & W. Ry., income bonds.....	May 2, '81	May 1, 1911	500,000	500,000
				500,000
Debenture bonds—				
M. L. S. & W. Ry., 20-year conv. deb....	Feb. 1, '87	Feb. 1, 1907	2,000,000	\$2,000,000
C. & N. W. Ry., 25-year debs. of 1909....	July 1, '84	Nov. 1, '09	6,000,000	6,000,000
C. & N. W. Ry., 30-year debentures....	Feb. 28, '91	Apr. 15, '21	10,000,000	10,000,000
C. & N. W. Ry., skg. fund debs. of 1933..	May 1, '88	May 1, '33	10,000,000	10,000,000
				\$28,000,000
Total mortgage bonds.....	.....	.....	.....	76,298,000
Total miscellaneous obligations.....	.....	.....	.....	33,682,000
Total income bonds.....	.....	.....	.....	500,000
Total debenture bonds.....	.....	.....	.....	28,000,000
Grand total.....	.....	.....	.....	\$138,480,000

[C. & N. W. RY. CO.]

FUNDED DEBT—JUNE 30, 1896.—CONTINUED.

Amount Outstanding.	Cash Realized on Amounts Issued.	Interest.			
		Rate Per Cent	When Payable.	Amount accrued During Year.	Amount Paid During Year.
\$ 3,500,000 00	These bonds were assumed by the C. & N. W. Ry. Co. when it acquired the roads named.	7	Mar 1-Sept 1....	\$ 245,000 00	\$ 246,207 50
5,000,000 00		6	May 1-Nov 1....	300,000 00	297,360 00
400,000 00		5	Apr 1-Oct 1....	20,000 00	19,875 00
1,281,000 00		6	Jan 1-July 1....	76,860 00	75,870 00
1,000,000 00		6	Mar 1-Sept 1....	60,000 00	59,820 00
4,188,000 00		5	Feb 1-Aug 1....	207,400 00	207,525 00
\$ 72,622,500 00				\$ 4,756,355 00	\$ 4,760,235 50
*6,189,000 00	6,353,501 67	6	Apr 1-Oct 1....	372,135 00	373,390 00
*7,343,000 00	8,100,675 00	5	" "	367,750 01	369,300 00
*5,397,000 00	17,605,850 81	4	Feb 15-Aug 15..	215,880 00	744,940 00
†13,235,000 00		4	" "	529,400 00	
\$ 32,164,000 00				\$ 1,485,165 01	\$ 1,488,130 00
500,000 00	Assumed by C. & N. W. Ry. Co. when it acquired road.	6	May 1-Nov 1....	30,000 00	30,630 00
\$ 500,000 00				\$ 30,000 00	\$ 30,630 00
426,000 00	Assumed by C. & N. W. Ry. Co. when it acquired road.	5	Feb 1-Aug 1....	21,800 00	21,600 00
6,000,000 00	5,792,550 88	5	May 1-Nov 1....	292,061 26	291,689 58
10,000,000 00	10,063,462 50	5	Apr 15-Oct 15...	500,000 00	500,525 00
9,860,000 00	9,150,000 00	5	May 1-Nov 1....	490,000 00	491,250 00
\$ 26,226,000 00				\$ 1,808,881 26	\$ 1,805,064 58
72,622,500 00				4,756,555 00	4,760,235 50
32,164,000 00				1,485,165 01	1,488,130 00
500,000 00				30,000 00	30,630 00
26,226,000 00				1,808,881 26	1,805,064 58
\$131,522,500 00					
Interest coupons paid during the year, from bonds that matured in previous years.....					\$ 60 00
Less interest collected on bonds deposited with the trustee in place of bonds issued by C. & N. W. Ry. Co. (the interest on which latter is included in the above).....				\$ 7,575,601 27	\$ 7,584,120 08
				529,400 00	529,400 00
				\$ 7,046,201 27	\$ 7,054,720 08

* These bonds were issued in place of first mortgage bonds of roads, the accounts of which are included in this report.

† These bonds were issued in place of first mortgage bonds of roads, the accounts of which are not included in this report.

[C. & N. W. RY. CO.]

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amt. Outstanding.	Interest.	
			Amt. Accrued During Year.	Amount Paid During Year.
Mortgage bonds.....	\$ 76,298,000 00	\$ 72,622,500 00	\$ 4,756,555 00	\$ 4,780,235 50
Miscellaneous obligations	33,632,000 00	32,164,000 00	955,785 01	958,780 00
Debtenture bonds	28,000,000 00	26,236,0 0 00	1,303,881 26	1,305,064 58
Income bonds.....	.....	.....	.....	.....
Interest coupons paid during the year from bonds that matured in previous years... ..	500,000 00	500,000 00	90,000 00	30,630 00
Equipment trust obli- gation .....	.....	.....	.....	.....
Total.....	\$ 138,430,000 00	\$ 131,522,500 00	\$ 7,046,201 27	\$ 7,054,720 08

[C. & N. W. BY. CO.]

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Amount.	Current Liabilities Accrued to and Including June 30, 1896.	Amount.
Cash.....	\$ 2,987,042 77	Receiver's certificates.....	\$
Bills receivable.....	91,000 38	Audited vouchers and accounts.....	1,081,550 61
Due from agents and conductors.....	1,561,008 92	Wages and salaries.....	1,313,743 06
Due from solvent companies and individuals.....	52,819 26	Net traffic balances due to other companies.....	195,014 40
		Dividends not called for.....	7,194 50
Due from United States government.....	277,113 23	Matured interest coupons unpaid (including coupons due July 1).....	335,718 02
		Rents due July 1 (Albany bridge).....	6,000 00
		Dividend declared payable July 6, 1896.....	1,387,788 75
		Miscellaneous.....	30,180 00
Total—Cash and current assets.....	\$ 4,868,985 58	Total—Current liabilities.....	\$ 4,317,188 74
Balance—Current liabilities.....	\$	Balance—Cash assets.....	\$ 551,796 84
Total.....	\$ 4,868,985 58	Total.....	\$ 4,868,985 58

Materials and supplies on hand, \$2,295,182.94.

[C. & N. W. RY. CO.]

RECAPITULATION.

(A. For Mileage Owned by Road Making This Report, Including Proprietary Companies Whose Operations are Embraced in This Report.)

Account.	Total Amount Outstanding.	Apportionment.		Amount per Mile of Line.	
		To Railroads.	To Oth'r Prop'eties.	Miles.	Amount.
Capital stock.....	\$ 66,383,820 53	66,318,820 53	\$ 65,000 00	4,970.76	\$ 133 42
Bonds—["Grand Total"].....	181,522,500 00	131,522 50 00	.....	4,970.76	264 59
Equipment Trust Obligations.....	.....	.....	.....	4,970.76	.....
Total.....	\$ 197,906,320 53	\$ 197,841,320 53	\$ 65,000 00	4,970 76	\$ 398 01

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account.

Name of Road.	Capital Stock.	Funded Debt.	Total.	Amount per Mile of Line.	
				Miles.	Amount.
Chicago & Northwestern Ry. Co. and proprietary companies whose operations are included in income account.....	\$ 66,318,820 53	\$ 131,522,500 00	\$ 197,841,320 53	4,970.76	\$ 39 801
St. Paul Eastern Grand Trunk Ry.....	1,100,000 00	1,120,000 00	2,220,000 00	60.02	36 988
Grand total.....	\$ 67,418,820 53	\$ 132,642,500 00	\$ 200,061,320 53	5,080 78	\$ 39 787

[C. & N. W. RY. CO.]

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures During Year.		Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
	Included in Operating Expenses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Construction—					
Right of way.....	\$ 175,409 23	.....	.....	.....
Fences.....	5,001 18	.....	.....	.....
Grading and bridge and culvert masonry.....	306,977 06	.....	.....	.....
Bridges and trestles.....	49,016 10	.....	.....	.....
Rails.....	25,928 31	.....	.....	.....
Ties.....	4,465 40	.....	.....	.....
Other superstructure.....	9,398 40	.....	.....	.....
Buildings, furniture and fixtures.....	148,798 93	.....	.....	.....
Shop machinery and tools.....	3,196 98	.....	.....	.....
Engineering expenses.....	42,015 81	.....	.....	.....
Discount on securities sold for construction.....	5,452 55	.....	.....	.....
Wharfing, etc.....	228 58	.....	.....	.....
Sidings and yard extensions.....	314,953 11	.....	.....	.....

[C. & N. W. RY. CO.]

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS—CONTINUED.

ITEM.	Expenditures During Year.		Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
	Included in Operating Expenses.	Not Included in Operating Ex- penses. Charged to Construction or Equipment.			
Construction—Continued.					
Other items.....		345,784 95			
Total construction.....		\$ 1,436,576 59	\$ 149,508,771 97	\$ 150,940,848 56	
Less credit to cost of road.....				11,153,129 73	
Total.....		\$ 1,436,576 59	\$ 149,508,771 97	\$ 139,787,218 83	\$ 28,121 90
Equipment—					
Passenger Cars.....		\$ 27,907 51			
Baggage, Express, and Postal Cars.....		17,269 26			
Freight Cars.....		308,053 93			
Total Equipment.....		\$ 353,230 70	\$ 33,016,370 70	\$ 33,369,601 48	\$ 6,713 18
Grand total cost construction, equipment, etc.....		\$ 1,789,807 82	\$ 182,525,142 67	\$ 173,156,820 26	\$ 34,885 18
Total cost construction equipment, etc.—N. D.....		5,141 76	524,848 89	497,444 91	34,835 06

EXPLANATORY REMARKS.

On the old and more complete parts of the road petty expenditures for construction amounting to less than \$250 each are charged to operating expenses. No record kept of these amounts.

The amount credited "Cost of Road" is made up of surplus or profit heretofore represented in the general balance sheet by the accounts named below; used for construction expenditures and charged "Cost of Road" and for redeeming bonds issued for construction purposes; and which, representing no avails or resources of the company, was written off to the credit of "Cost of Road, to wit:

Railroad income account.....	\$ 6,941,786 28
Surplus of Land Grants and Town Lot companies.....	579,076 38
Securities retired and cancelled from income	1,298,000 00
Securities for capital stock issued.....	2,834,267 00
Total.....	\$ 11,153,129 78

[C. & N. W. RY. CO.]

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation	\$ 33,997,621 24	
Less operating expenses	20,982,208 79	
Income from operation		\$ 13,065,412 45
Dividends on stocks owned	\$ 687,078 00	
Miscellaneous income—less expenses	85,280 83	
Income from other sources		\$ 672,308 38
Total income		\$ 13,737,725 78
Deductions from income—		
Interest on funded debt accrued	\$ 7,046,201 27	
Rents paid for lease of road	14,761 96	
Taxes	1,085,119 39	
Other deductions, (sinking fund and St. P. E. G. T. Ry., interest guaranteed)	268,058 04	
Total deductions from income		\$ 8,409,140 66
Net income		\$ 5,328,585 12
Dividends, 5 per cent, common stock	1,958,082 50	
Dividends, 7 per cent, preferred stock	1,563,975 00	
Total		\$ 3,517,057 50
Surplus from operations of year ending June 30, 1896		\$ 1,811,527 62
Surplus on June 30, 1895 [from "General Balance Sheet," 1895 report]		7,759,502 25
		\$ 9,571,029 87
Additions for year		\$ 2,231,294 00
Deductions for year		8,723,607 23
Surplus on June 30, 1896, [For entry on "general balance sheet"]		\$ 3,078,716 62

EXPLANATORY REMARKS.

Additions for year	\$ 2,231,294 00
Deductions for year, viz: Amount of sundry items heretofore carried in assets representing cost of stocks and bonds of various companies, and advances to other companies account of construction, which, not being available assets, were written off against surplus (profit and loss).....	1,781,820 00
Amount of surplus used in previous years for construction expenditures and charged to "cost of road," which, not being available, was written off to the credit of "cost of road,".....	6,941,786 28
Total	\$ 8,723,607 28

[C. & N. W. RY. CO.]

EARNINGS FROM OPERATION.

STATE OF NORTH DAKOTA.

Item.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
Passenger—			
Passenger revenue.....	\$ 1,471 80		
Tickets redeemed.....		3 16	
Excess fares refunded.....		34 02	
Total deductions.....		\$ 37 18	
Total passenger revenue.....			\$ 1,434 71
Mail.....			1,623 84
Express.....			55 08
Extra baggage and storage.....			42 72
Other items, (train and station privileges) ..			2 52
Total passenger earnings.....			\$ 3,158 87
Freight—			
Freight revenue.....	\$ 1,447 27		
Overcharge to shippers.....		\$ 51 18	
Total deductions.....		\$ 51 18	
Total freight revenue.....			\$ 1,396 14
Total freight earnings.....			\$ 1,396 14
Total passenger and freight earnings...			\$ 4,555 01
Other earnings from operation—			
Rents not otherwise provided for.....			20 00
Total other earnings.....			\$ 20 00
Total gross earnings from operation—N. Dak...			\$ 4,575 01
Total gross earnings from operation—Entire line			\$ 33,997,621 24

[C. & N. W. RY. CO.]
STOCKS OWNED.
A. RAILWAY STOCKS.

Name.	Total Par Value.	Rate	Income or Dividend Received.	Valuation.
Stocks of Other Companies—				
Common Stock Chi., St. P., Minn. & O. Ry. Co.	\$ 9,820,000 00	....	\$ .....	.....
Preferred Stock Chi., St. P., Minn. & O. Ry. Co.	5,380,000 00	7	376,600 00	.....
Preferred Stock Sioux City & Pacific R. R. Co..	86,700 00	7	2,569 00	.....
Stock of Chi. Union Transfer Ry. Co.	80,000 00	....	.....	.....
Common Stock Chi., Iowa & Dak. Ry. Co.	20,030 00	....	.....	.....
Preferred Stock Chi., Iowa & Dak. Ry. Co.	10,000 00	....	.....	.....
Common Stock Sioux City & Pacific R. R. Co...	1,895,100 00	....	.....	.....
Stock of Fremont, Elk. & Mo. Val. R. R. Co. ..	30,370,000 00	....	.....	.....
Stock of St. P., Eastern Gd. Tr. Ry. Co.	1,099,300 00	....	.....	.....
Stocks of C. & N. W. Ry. Co. and proprietary companies whose accounts and operations are embraced in this report.—				
Common stock and scrip C. & N. W. Ry. Co. ...	2,333,608 05	....	.....	.....
Preferred stock and scrip C. & N. W. Ry. Co...	3,794 56	....	.....	.....
Stock of Dakota Central railway company	250,000 00	....	.....	.....
Stock of Princeton and Western Ry. Co.	2,500 00	....	.....	.....
Stock of Wis. Northern railway company.	10,000 00	....	.....	.....
Stock of W. & St. Peter railroad company.	2,800,000 00	....	.....	.....
Stock of Western Town Lot company	25,000 00	....	850,000 00	.....
Stock of Pioneer Town Site company	25,000 00	....	120,000 00	.....
Stock of Consolidation coal company	15,000 00	....	.....	.....
Total.....	\$ 53,176,002 61	....	\$ 1,849,169 00	.....

R. R. Com.—24.

[C. & N. W. RY. CO.]

STOCKS OWNED—CONTINUED.

B. OTHER STOCKS.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Sioux City Bridge company	\$ 472,900 00	7	\$ 33,103 00	.....
Mo. Val. and Blair Ry. and Bridge company...	1,980,000 00	....	1,486,100 00	.....
Total	\$ 2,402,900 00	....	\$ 1,519,203 00	.....
Grand total—A. and B.	\$ 55,578,902 61	....	\$ 2,868,372 00	.....

This amount is carried to income account, in the following two items, viz:

Dividends on stocks owned, \$637,078.00.

Additions for year, \$2,231,294.00.

The latter sum represents the dividends on the Western Town Lot company, Pioneer Town Site company, and a portion of dividend on the Missouri Valley and Blair railway and bridge company's stock; paid by those companies out of their net receipts of previous years. These net receipts as earned were received by the C. & N. W. Ry. company and held by it to the credit of the respective companies, being returned from year to year in balance sheet as reported by the company to the credit respectively of "surplus from land grants and town lot companies" and "Mo. Val. and Blair Ry. and B. company." The amount therefore, is not properly assignable to the income of the property for the year covered by this report.

[C. & N. W. RY. CO.]

BONDS OWNED.**A. RAILWAY BONDS.**

Name.	Total Par Value.	Rate.	Income or Interest Received.
Bonds of other companies—			
Esanaba, Iron Mountain R. R. Co.—1st mtge.	\$ 1,850,000 00	.....	.....
St. Paul Eastern Grand Trunk Ry. Co.—1st mtge.	152,000 00	.....	.....
Chicago, Iowa & Dakota R. R. Co.—1st mtge.	22,000 00	4	\$ 880 00
Bonds of C. & N. W. Ry. Co.—			
Maple River R. R. Co.—1st mtge.	25,000 00	.....	.....
C. & N. W. Ry., consol sinking fund currency	30,000 00	.....	.....
C. & N. W. Ry., 25 years debentures of 1909	110,090 00	.....	.....
M., L. S. & W. Ry., Marshfield extension—1st mtge ..	200,000 00	.....	.....
M., L. S. & W., Ry., ext. and imp. skg. fund mtge	247,000 00	.....	.....
M. L. S. & W. Ry., general mortgage.	8,000,000 90	.....	.....
Total.....	\$ 10,176,000 00	.....	\$ *880 00

*This amount is not carried to income account, being part of the "gross income" of the Western Town Lot company.

[C. & N. W. RY. CO.]

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks:				
.....	Onalaska to Marshland....	G. B. W. & St. P. Ry. Co..	\$ 6,918 38	\$.....
.....	In city of Zumbrota, Minn.	Dul., Red Wing & So. Ry..	830 52	.....
Sidings in	City of Council Bluffs, Ia..	C., B. & Q. R. R.....	189 40	.....
Sidings in	City of Council Bluffs, Ia..	C., R. I. & Pac. R. R.....	189 40	.....
Sidings in	City of Cedar Rapids, Ia..	C., M. & St. P. Ry.....	69 48	.....
Sidings in	City of Milwaukee, Wis....	" " "	450 00	.....
Sidings in	City of Winona, Minn.....	" " "	47 34	.....
Sidings at	DeKalb, Ill.	C. Gt. W. Ry. Co	143 00	.....
Sidings at	Ashland Mine, Mich.....	Wisconsin Central.....	145 8)	.....
Sidg's near	What Cheer, Ia.....	Bur. C. R. & N. Ry. Co....	320 87	9,299 19
Bridges:	Bridge across Mississippi river at Clinton, Ia.....	C., B. & Q. R. R.....	20,00 00	20,000 00
			.....	\$ 29,299 19

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Interest on notes, call loans, discount on accounts payable, etc.....	\$86,906 57	\$ 1,676 24	\$ 35,230 33
Minnesota land grant	340,531 01	46,201 64	294,329 37
Michigan land grant.....	151,539 20	34,341 51	117,197 69
Wisconsin land grant	17,265 83	11,606 60	5,659 23
Western Town Lot company.....	21,991 28	13,273 99	8,717 29
Pioneer Town Site company.....	21,897 49	18,587 71	3,309 78
Miscellaneous (Ash Div.) lands.....	4,747 91	6,810 42	2,062 15
Consolidation Coal company.....	328,551 69	327,008 08	1,548 61
Total	\$886,524 41	\$457,824 95	\$428,699 46

[C. B. N. W. RY. CO.]
OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures—	
Repairs of roadway.....	\$ 2,175,082 88
Renewals of rails.....	335,169 91
Renewals of ties.....	464,809 64
Repairs and renewals of bridges and culverts.....	473,582 71
Repairs and renewals of fences, road crossings, signs and cattle guards.....	162,612 98
Repairs and renewals of building and fixtures.....	452,982 78
Repairs and renewals of docks and wharves.....	202,450 23
Repairs and renewals of telegraph.....	32,401 12
Stationery and printing.....	15,606 05
Total.....	\$ 4,314,598 25
Maintenance of Equipment—	
Superintendence.....	231,519 15
Repairs and renewals of locomotives.....	1,399,963 23
Repairs and renewals of passenger cars.....	339,699 95
Repairs and renewals of freight cars.....	1,628,5 3 55
Repairs and renewals of work cars.....	29,778 26
Repairs and renewals of marine equipment.....	2,351 19
Repairs and renewals of shop machinery and tools.....	100,592 86
Stationery and printing.....	22,512 14
Other expenses.....	132,840 11
Total.....	\$ 4,197,760 46
Conducting Transportation—	
Superintendence.....	151,531 81
Engine and roundhouse men.....	2,559,436 40
Fuel for locomotives.....	2,091,976 76
Water supply for locomotives.....	189,846 81
Oil, tallow and waste for locomotives.....	80,494 85
Other supplies for locomotives.....	32,355 58
Train service.....	1,901,571 55
Train supplies and expenses.....	277,767 30
Switchmen, flagmen and watchmen.....	891,132 47

[C. & N. W. RY. CO.]

OPERATING EXPENSES—CONTINUED.

Item.	Amount.
Conducting transportation—Continued.	
Telegraph expenses.....	\$ 402,129 78
Station service.....	1,579,724 04
Station supplies.....	183,948 57
Switching charges—Balance.....	178,402 86
Car mileage—Balance.....	344,504 79
Hire of equipment.....	12,108 82
Loss and damage.....	183,765 78
Injuries to persons.....	251,923 49
Clearing wrecks.....	14,181 16
Operating marine equipment.....	3,335 51
Advertising.....	58,827 65
Outside agencies.....	296,424 02
Commissions.....	62,209 54
Stock yards and elevators.....	190 14
Rents for tracks, yards and terminals.....	36,456 48
Rents of buildings and other property.....	19,584 57
Stationery and printing.....	114,636 60
Total.....	\$ 11,770,441 78
General expenses—	
Salaries of general officers.....	140,250 01
Salaries of clerks and attendants.....	290,598 58
General office expenses and supplies.....	80,049 52
Insurance.....	676 88
Law expenses.....	123,095 21
Stationery and printing (general offices).....	12,749 84
Other expenses.....	1,984 06
Total.....	\$ 649,403 30

[C. & N. W. RY. CO.]

OPERATING EXPENSES.—CONTINUED.

Item.	Amount.
Recapitulation of Expenses—	
Maintenance of way and structures	\$ 4,314,588 25
Maintenance of equipment.....	4,197,760 48
Conducting transportation.....	11,770,441 78
General expenses.....	649,403 80
Grand total.....	\$ 20,932,203 79
Percentage of expenses to earnings—entire line.....	61.57
Operating expenses—State of North Dakota—(Proportional.)	
Maintenance of way and structures.....	\$ 12,247 10
Maintenance of equipment.....	11,915 45
Conducting transportation.....	33,410 71
General expenses.....	1,848 85
Total	\$ 59,416 61

[C. & N. W. RY. CO.]

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
St. Paul Eastern Railway Co..	\$ 14,781 96	\$ 14,781 96
Total rents—A.....	\$ 14,781 96

[C. & N. W. RY. CO.]

RENTALS PAID.

B. RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks....	Paid F. E. & M. V. R. R. ac. tracks....	Blair to Omaha.....	\$ 7,305 44	
	Sidings at Lindwern, Wis.....	C., M. & St. P. Ry. Co..	1,000 00	
	Sidings and spurs at Oshkosh.....	Oshkosh Transp. Co.....	7,537 00	
	Sidings and spurs at McMillan, Wis....	Wis. Cent. Line.....	295 74	
	Sidings at Ashland Mine, Mich....	Wis. Cent. Line.....	38 50	
	Connecting track near Given, Iowa.....	C., R. I. & P. R. R. Co..	1,865 46	
Total.....	.....	.....	.....	\$ 18,042 14
Bridges...	Bridge over Miss. river at Clinton, Iowa...	Albany R. R. bridge Co..	12,000 00	
Total.....	.....	.....	.....	\$ 12,000 00
Terminals.	U. P. transfer station at Co. Bluffs, Ia...	Union Pacific Ry. Co....	4,400 00	
	Union depot, Omaha.	Omaha Union Depot Co..	4,014 84	
Total.....	.....	.....	.....	\$ 8,414 34
Grand total—Rents B	.....	.....	.....	\$ 38,456 48

[C. & N. W. RY. CO.]
COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1895.		Assets.	June 30, 1896.		Year ending June 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$ 149,503,771 97	Cost of road.....	.....	\$ 139,797,218 93	.....	9,716,553 14
.....	33,016,370 70	Cost of equipment.....	.....	33,369,601 43	.....	353,230 73
.....	14,694,146 61	Stocks owned.....	.....	14,447,666 61	.....	276,460 00
.....	9,989,298 98	Bonds owned.....	.....	8,661,098 75	.....	1,328,194 63
.....	496,925 60	Other permanent investments.....	.....	41,760 00	.....	425,165 00
.....	684,894 05	{ Cost of property Consolidation Coal Co., Western	.....	6,500 00	.....	619,384 05
.....		{ Town Lot Co. and Pioneer Townsite Co. ....	.....		.....
.....	13,235,000 51	{ Bonds of F. E. & M. V. R. R. and Wyo. Cent. }	.....	13,235,000 00	.....
.....		{ Ry. deposited with trustees as security for like }	.....		.....
.....		{ amount of bonds issued by C. & N. W. Ry. Co. }	.....		.....
.....		Lands owned .....	.....		.....
.....	4,827,600 17	Cash and current assets.....	.....	4,969,865 98	.....	541,365 41
.....		Other assets —	.....		.....
.....		Equipment trusts.....	.....		.....
.....	1,672,131 87	Materials and supplies.....	.....	2,286,182 94	.....	623,051 57
.....	7,213,926 20	Sinking fund, trustees of.....	.....	7,603,291 20	.....	389,365 00
.....	526,411 09	Sundries, .....	.....	444,855 12	.....	81,555 97
.....	\$ 235,320,405 54	Grand total.....	.....	\$ 224,779,875 46	.....	\$ 10,540,780 08

[C. & N. W. RY. CO.]
COMPARATIVE GENERAL BALANCE SHEET.—CONTINUED.

June 30, 1895.		Liabilities.	June 30, 1896.		Year ending June 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
Capital stock.....	\$ 66,323,820 53	.....	.....	\$ 66,323,820 53	.....	\$ 145,000 00
Funded debt.....	131,659,500 00	.....	.....	131,522,500 00	.....	137,000 00
Current liabilities.....	2,284,131 20	.....	.....	4,317,188 74	\$ 1,028,054 54	.....
Purchase account (bonds on hand) from purchase of M. L. S. & W. Ry.....	8,508,000 00	.....	.....	.....	.....	.....
Accrued interest on funded debt not yet payable....	1,596,907 64	.....	.....	8,447,000 00	.....	81,000 00
M. Val. & B. Ry. & B. Co.....	1,268,346 53	.....	.....	1,595,784 33	.....	1,173 31
Sinking fund installments paid.....	6,142,238 21	.....	.....	.....	.....	1,288,346 52
Accessions to sinking funds.....	1,071,690 00	.....	.....	6,408,326 30	284,090 00	.....
Securities for capital stock issued.....	2,384,287 09	.....	.....	1,196,965 00	123,275 00	.....
Securities retired and cancelled from income.....	1,141,000 00	.....	.....	.....	.....	2,384,287 09
Profit and loss—	.....	.....	.....	.....	.....	1,141,000 00
Surplus—railroad income.....	7,759,502 25	.....	.....	3,078,716 62	.....	4,680,785 63
Surplus—Consolidation Coal company.....	178,175 82	.....	.....	15,015 08	.....	163,160 74
Surplus from land grant lands and town lots, less deferred payments on same.....	3,337,826 29	.....	.....	1,816,408 96	.....	2,021,416 33
Grand total.....	\$ 235,320,406 54	.....	.....	\$ 224,779,675 46	.....	\$ 10,540,730 08

[C. & N. W. RY. CO.]

IMPORTANT CHANGES DURING THE YEAR.

STATE OF NORTH DAKOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

No new extensions of road put in operation during the year.

No decrease in mileage by abandonment or change of line.

No important physical changes in North Dakota.

No leases taken or surrendered.

No consolidations or reorganizations effected in North Dakota.

The decrease of \$145,000 in capital stock is made up as follows:

By cancellation of \$185,000 of stock of Consolidated Coal Co.

New stock issued viz:

C. & N. W. Ry. Co., common stock to retire Peninsular bonds.....	\$ 15,000
C. & N. W. Ry. Co., preferred stock to retire Peninsular bonds.....	15,000
Wisconsin Northern Ry. stock issued.....	10,000

Total issued..... \$ 40,000

Net decrease..... \$ 145,000

\$50,000 of bonds have been issued, and \$187,000 of bonds retired during the year. Net decrease..... \$ 137,000

The sinking fund accounts have been increased

By payments of installments..... \$ 264,090

By accretions of interest..... 125,275

Total..... \$ 389,365

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NORTH DAKOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

By an agreement with American Express Company of date April 16, 1894, to be in force until the first day of April, 1899, the C. & N. W. Ry. Co. agrees to transport the freight of the express company over all lines operated by the railway company, aggregating 5,000 miles, for an annual payment of \$350,059.96 (with provision for an extra payment for facilities on special train) for an estimated limited tonnage and an agreed schedule of rates for exceptional excess of tonnage.

The company transports mails over any route on its lines when ordered by the United States postoffice department.

The company receives such compensation for its services as is from time to time fixed.

Sleeping, parlor and dining cars are not run in North Dakota.

The cars of all transportation companies are allowed to run over this company's lines, paying regular rates and receiving mileage, and their freight having no preference over other freight of like class.

This company has no contracts with steamboat or steamship companies.

By contract with Western Union Telegraph Company, all lines of road operated by this company are afforded telegraph facilities, this company having certain wires or rights to their use for the business of the railway company. Commercial business being done by the telegraph company.

[C. & N. W. RY. CO.]

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgage, d.		Miles.	Amount of Mortgage Per Mile of Line.	What Securities Mortgaged.
	From.	To.			
Maple River R. R., 1st Mort.....	Maple River Junction.....	Mapleton, Ia.....	60.15	\$ 6,691 60
Chicago & Milwaukee Ry., 1st Mort.....	Chicago.....	Milwaukee.....	85.00	20,000 00
Peninsula R. R., 1st Mort.....	Escanaba, Mich.....	Negaunee, Mich.....	108.85	881 95
Iowa Midland Ry., 1st Mort.....	Lyons, Ia.....	Anamosa, Ia.....	70.97	19,047 48
Escanaba & Lake Superior Ry., 1st Mort.	Narenta, Mich.....	Metropolitan.....	43.80	16,628 17
C. & N. W. Ry., 1st Mort. (Iowa Div.)..	Wall Lake, Ia.....	Kingsley, Ia.....	70.87	19,909 69
C. & N. W. Ry., Gen. Consol., gold.....	Chicago, including branches to mines.....	Ishpeming, Mich.....	1,069.92	7,381 19
	Chicago.....	Mo. Riv. opp. Omaha.....			
	"	Freeport, Ill.....			
	"	Fon du Lac, Wis.....			
	Belvidere, Ill.....	Winona, Minn.....			
	Elgin, Ill.....	Geneva Lake, Wis.....			
	Kenosha, Wis.....	Rockford, Ill.....			
	Clinton, Ia.....	Anamosa, Ia.....			
	Stamwood, Ia.....	Tipton, Ia.....			
	Geneva, Ill.....	Batavia, Ill.....			
Milwaukee & Madison Ry., 1st Mort.....	Chicago, So. branch track... Montrose cut off.....	St. Charles, Ill.....	82.00	19,512 20
	Milwaukee, Wis.....	Chicago, So. branch track... Montrose cut off.....			
	Madison, Wis.....	Madison, Wis.....			
	Woodman, Wis.....	Woodman, Wis.....			
Chicago & Tonah R. R., 1st Mort.....	Montfort, Wis.....	Madison, Wis.....	151.76	15,010 54
	Ipswich, Wis.....	Platteville, Wis.....			
Menominee River Railroad, 1st Mort.....	Lancaster Junction.....	Lancaster, Wis.....	24.71	16,187 77
	Powers, Mich.....	Quinnesec, Mich.....			

[C. & N. W. RY. CO.]
SECURITY FOR FUNDED DEBT—CONTINUED.

Class of Bond or Obligation.	What Road Mortgaged.		Miles.	Amount of Mortgage per Mile of Line.	What Securities Mortgaged.
	From	To			
Menominee River railroad Ext., 1st Mort.....	Quinneseec	Wis. State Line.....	6.37	\$ 25,117 74	.....
Des Moines and Minne., R. R., 1st Mort...	Des Moines, Ia.....	Jewell Junction, Iowa.....	57.31	10,463 90	.....
Dak. Cent. Ry. 1st Mort. (W. & St. P. Con)	Watertown, S. D.....	Redfield, S. D.....	71.00	15,000 00	.....
W. & St. P. R. R. 2d (now 1st) Mort	Winona, Minn.....	St. Peter, Minn.....	139.00	11,453 28	.....
Dak. Cent. Ry., 1st Mort. (So. Eq. Div.)..	Iroquois, S. D	Hawarden, Iowa	125.49	15,987 46	.....
Rochester & No. Minn. Ry., 1st Mort.....	Rochester, Minn.....	Zumbrota, Minn.....	24.48	8,169 83	.....
Plainview railroad, 1st Mort	Eyota, Minn.....	Plainview, Minn.....	15.01	6,662 22	.....
Minnesota Valley railway, 1st Mort	Sleepy Eye, Minn.....	Redwood Falls, Minn.....	24.40	6,147 54	.....
Ott., C. F. & St. P. Ry., 1st Mort.....	Belle Plaine, Iowa.. ..	Muchakinock, Iowa.....	64.00	25,000 00	.....
C. R. & M. R. R., Mort. of 1884	Cedar Rapids, Iowa.....	Des Moines River.....	122.00	6,303 28	.....
Northern Illinois Ry., 1st Mort.....	Belvidere, Ill.....	Spring Valley, Ill.....	75.78	16,928 10	.....
Madison extension, 1st Mort. Skg. fund..	Madison, Wis.....	Winona Junction, Wis.....	129.10	24,399 69	.....
Menominee Ext., 1st Mort., Skg. fund....	Ft. Howard, Wis.....	Escanaba, Mich	114.10	23,637 16	.....
C. & N. W. Ry. Consolidated, sinking fund currency.....	Chicago, Ill.....	Ft. Howard, Wis.....	788.22	16,244 20	.....
	Escanaba, Mich	Negaunee, Mich., and Iron Mines			
	Chicago, Ill	Clinton, Iowa			
	Chicago, Ill.....	Freeport, Ill.....			
	Belvidere, Ill.....	Madison, Wis.....			
	Elgin, Ill	Richmond, Ill.....			
	Rockford, Ill.....	Kenosha, Wis.....			

[C. & N. W. RY. CO.]

SECURITY FOR FUNDED DEBT—CONTINUED.

Class of Bond or Obligation.	What Road Mortgaged.		Miles.	Amount of Mortgage Per Mile of Line.	What Securities Mortgaged.
	From	To			
C. R. & M. R. R., 3rd div., 1st mtge.....	Des Moines River.....	Mo. Riv. opp. Omaha.....	149.60	\$ 15,588 23	
W. & St. P. R.R. extension gold.....	St. Peter, Minn.....	Watertown, S. D.....	188.98	23,051 42	
Northwestern Union Ry, 1st mtge.....	Milwaukee, Wis.....	Fond du Lac, Wis.....	62.63	55,883 76	
M., L. S. & W. Ry. consolidated 1st.....	Lake Shore Junction, Wis...	Mich. State Line.....	412.86	12,110 64	
	Monico Junction, Wis.....	North towards Hurley.....			
	Hortonville, Wis.....	Oskosh, Wis.....			
	Eland Junction, Wis.....	Wausau, Wis.....			
M., L. S. & W. Ry., Marshfield ext. 1st..	Two Rivers Junction, Wis...	Two Rivers, Wis.....	40.00	10,000 00	
	Antigo, Wis.....	Malcom, Wis.....			
M., L. S. & W. Ry. Mich div, 1st mtge..	Wausau, Wis.....	Marshfield, Wis.....	81.69	15,642 94	
	State Line.....	Montreal Riv.....			
M., L. S. & W. Ry. Ash. div, 1st mtge....	Watersmeet Branch and Branches.....	Mines.....	39 62	25,239 77	
	Montreal River.....	Ashland, inc. Docks, etc....			
M., L. S. & W. Ry. ext & imp S. F. mtg.	L. S. Junction, Wis.....	Mich. State Line.....	698.04	6,042 94	
	State Line.....	Montreal Riv.....			
	Montreal River.....	Ashland, Wis.....			
	Monico Junction, Wis.....	Hurley, Wis.....			
	Mahtowoc, Wis.....	Two Rivers, Wis.....			
	Hortonville, Wis.....	Oskosh, Wis.....			
	Eland Junction, Wis.....	Wausau, Wis.....			
	Wolf & W. Riv. Branches.....	.....		
	Ontonagon Riv. Branches.....	.....		
	Hurley & Pence Branches.....	.....		
	Branches.....	Mines.....			
	Spurs.....	Mills.....			

[C. & N. W. RY. CO.]
SECURITY FOR FUNDED DEBT--CONTINUED.

Class of Bond or Obligation.	What Road Mortgaged.		Miles.	Amount of Mortgage per Mile of Line.	What Securities Mortgaged.
	From	To			
C. & N. W. Ry. extension bonds of 1888. 4 per cent.....	Issued on pledge of collateral bonds which are secured by first mortgages (maturing same date as this mortgage) on line as follows:				
	Mapleton, Iowa	Onawa, Iowa			
	Lake City, Iowa	Wall Lake, Iowa			
	Columbia, S. D.	Oakes, N. D.			
	Redfield, S. D.	Gettysburg, S. D.			
	Doland, S. D.	Groton, S. D.			
	Janesville, Wis.	Evansville, Wis.			
	Kinsler, Iowa	Mosville, Iowa	317.29	\$ 17,069.67	
	Cedar Rapids, Iowa	Cut off			
	Iron River, Mich.	Watersmeet, Mich.			
	Lshpeming, Mich.	Michigan, Mich.			
	Lake Geneva, Wis.	Williams Bay, Wis.			
	Montrose, Ill.	North Evanston, Ill.			
	Crystal Falls, Mich.	Hemlock mine, Mich.			
	And for bonds of other companies deposited with trustee as collateral, viz:				
	F. E. & M. V. R. R. Co., consolidated bonds				\$ 10,875,000 00
	Wyo. Central Ry. Co., first mortgage bonds				2,560,000 00

[C. & N. W. RY. CO.]
SECURITY FOR FUNDED DEBT—CONTINUED.

Class of Bond or Obligation.	What Road Mortgaged.		Miles.	Amount of Mortgage Per Mile of Line.	What Securities Mortgaged.
	From	To			
C. R. & M. R. R., 3rd div., 1st mtge.....	Des Moines River.....	Mo. Riv. opp. Omaha.....	149.60	\$ 15,588 23	
W. & St. P. R.R. extension gold.....	St. Peter, Minn.....	Wartown, S. D.....	188.98	23,031 42	
Northwestern Union Ry, 1st mtge.....	Milwaukee, Wis.....	Fond du Lac, Wis.....	62.63	55,883 76	
M., L. S. & W. Ry. consolidated 1st.....	Lake Shore Junction, Wis...	Mich. State Line.....			
	Monico Junction, Wis.....	North towards Hurley.....			
	Hortonville, Wis.....	Oskosh, Wis.....			
	Eland Junction, Wis.....	Wausau, Wis.....	412.86	12,110 64	
	Two Rivers Junction, Wis...	Two Rivers, Wis.....			
M., L. S. & W. Ry., Marshfield ext. 1st..	Angulo, Wis.....	Malcom, Wis.....			
	Wausau, Wis.....	Marshfield, Wis.....	40.00	10,000 00	
	State Line.....	Montreal Riv.....			
M., L. S. & W. Ry, Mich div, 1st mtge..	Watersmeet Branch and Branches.....	Minns.....	81.89	13,642 94	
	Montreal River.....	Ashland, inc. Docks, etc.....	39.62	23,239 77	
M., L. S. & W. Ry, ext & imp S. F. mtg.	L. S. Junction, Wis.....	Mich. State Line.....			
	State Line.....	Montreal Riv.....			
	Montreal River.....	Ashland, Wis.....			
	Montro Junction, Wis.....	Hurley, Wis.....			
	Hantowoc, Wis.....	Two Rivers, Wis.....			
	Eland Junction, Wis.....	Oshkosh, Wis.....			
	Wolf River Branch.....	Wausau, Wis.....	693.04	6,042 94	
	Wolf & Wis. Riv. Branches.				
	Ontonagon Riv. Branches.				
	Hurley & Pence Branches.				
	Branches.....	Minns.....			
	Spurs.....	Mills.....			

[C. & N. W. RY. CO.]

SECURITY FOR FUNDED DEBT--CONTINUED.

Class of Bond or Obligation.	What Road Mortgaged.		Miles.	Amount of Mortgage per Mile of Line.	What Securities Mortgaged.
	From	To			
C. & N. W. Ry. extension bonds of 1886. 4 per cent.	Issued on pledge of collateral bonds which are secured by first mortgages (maturing same dates as this mortgage) on line as follows:				
	Mapleton, Iowa Lake City, Iowa Columbia, S. D. Redfield, S. D. Deland, S. D. Janesville, Wis. Kinsley, Iowa Cedar Rapids, Iowa Iron River, Mich. Lahmberg, Mich. Lake Geneva, Wis. Montrose, Ill. Crystal Falls, Mich. And for bonds of other companies deposited with trustee as collateral, viz: F. E. & M. V. R. R. Co., consolidated bonds Wyo. Central Ry. Co., first mortgage bonds	Onawa, Iowa Wall Lake, Iowa Gales, N. D. Gettysburg, S. D. Groton, S. D. Evansville, Wis. Menville, Iowa Cut off Watersmeet, Mich. Michigan, Mich. Williams Bay, Wis. North Evansston, Ill. Hemlock mine, Mich.	317.29	\$ 17,069 67	\$ 10,675,000 00 2,560,000 00

[C. & N. W. RY. CO.]

SECURITY FOR FUNDED DEBT—CONTINUED.

Class of Bond or Obligation.	What Road Mortgaged.		Miles.	Amount of Mortgage per Mile of Line.	What Securities Mortgaged.
	From	To			
M. L. S. & W. Ry., debentures.	Secured by ext. imp. skg. fund mfg. ....	.....	688.04	\$ 629 11	
	Issued on pledge of collateral bonds which are secured by first mortgages (maturing same date as this mortgage) on line as follows:				
	Tracy, Minn. Eyota, Minn. Stanwood, Iowa. Michigan state line near Spread Eagle, to Wisconsin state line near Stager.				Dakota Short Line Chatfield, Minn. Tipton, Iowa.
C. & N. W. Ry., skg. fd of 1879—8 per ct C. & N. W. Ry., skg. fd of 1879—5 per ct	Sheboygan, Wis. Janesville, Wis. Carroll, Ia. Wanning, Ia. Wisconsin state line Stager, Mich. Branches to mines, Trempealeau Sycamore, Ill. Tama, Ia. Eagle Grove, Iowa Minnesota line near Elkton. Huron, S. D.		1,041 50	\$ 12,962 80	Princeton, Wis. Afton, Wis. Kirkman, Ia. Audubon, Ia. Iron River, Mich. Crystal Falls, Mich. Galesville, Wis. Cortland, Ill. Elmore, Hawarden, Ia. Pierre, S. D. Ordway, S. D.

[C. & N. W. RY. CO.]
SECURITY FOR FUNDED DEBT—CONTINUED.

Class of Bond or Obligation.	What Road Mortgaged.		Miles.	Amount of Mortgage per Mile of Lines.	What Securities Mortgaged.
	From	To			
C. & N. W. Ry. skg. f'd of 1879-5 per ct. {	Brookings, S. D.	Watertown, S. D.	1,041.50 }	\$ 12,992.80	
	Centerville, S. D.	Yankton, S. D.			
	Ordway, S. D.	Columbia, S. D.			
C. & N. W. Ry., 25-year debs. of 1909....					
C. & N. W. Ry., skg. f'd debs. of 1903....					
C. & N. W. Ry., 30-year debs. of 1921					
M. L. S. & W. Ry., income bonds					

[C. & N. W. RY. CO.]

EMPLOYES AND SALARIES.

STATE OF NORTH DAKOTA.

Class.	Number.	Total Number of Days Worked.	Total Yearly com- pensation.	Average Daily com- pensation.
Station agents.....	1	313	390 00	1 24*
Other station men.....	1	313	180 00	57*
Enginemen.....	.....	.....	349 90	.....
Firemen.....	.....	.....	211 52	.....
Other shopmen.....	2	626	941 94	1 50
Section foremen.....	2	626	1,090 00	1 72
Other trackmen.....	1	626	967 37	1 54
Total (including "general officers"), North Dakota	7	2,504	\$ 4,120 73	\$ 1 65
Less "general officers" .....	.....	.....	.....	.....
Total (excluding "general officers"), North Dakota	7	2,504	\$ 4,120 73	\$ 1 65
Distribution of above—				
Maintenance of way and structures.....	3	1,252	2,047 37	1 63
Maintenance of equipment.....	1	313	480 00	1 53
Conducting transportation.....	3	939	1,593 86	1 70
Total (including "general officers"), North Dakota	7	2,504	\$ 4,120 73	\$ 1 65
Less "general officers" .....	.....	.....	.....	.....
Total (excluding "general officers"), North Dakota	7	2,504	\$ 4,120 73	\$ 1 65
Total (including "general officers"), entire line.....	24,206	6,610,500	\$13,141,818 45	\$ 1 90

* Joint men—half pay.

[C. & N. W. RY. CO.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.--
STATE OF NORTH DAKOTA.

Item.	Column for Ton- age, Number Pas- sengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	8,007	\$
Number of passengers carried one mile.....	87,854	.....
Number of passengers carried one mile per mile of road.....	2,651	.....
Average distance carried	12.589	.....
Total passenger revenue.....		1,434 71
Average amount received from each passenger		47.712
Average receipts per passenger per mile.....		08.790
Total passenger earnings.....		3,158 87
Passenger earnings per mile of road		221 21
Passenger earnings per train mile		52.299
Freight traffic—		
Number of tons carried of freight earning revenue.....	8,037	.....
Number of tons carried one mile.....	37,546	.....
Number of tons carried one mile per mile of road.....	2,629	.....
Average distance haul of one ton.....	12	.....
Total freight revenue.....		1,398 14
Average amount received for each ton of freight		45.971
Average receipts per ton per mile		08.718
Total freight earnings.....		1,396 14
Freight earnings per mile of road.....		97 77
Freight earnings per train mile		21.090
Passenger and freight—		
Passenger and freight revenue.....		2,830 85
Passenger and freight revenue per mile of road.....		198 24
Passenger and freight earnings.....		4,555 01
Passenger and freight earnings per mile of road.....		318 96
Gross earnings from operation.....		4,575 01
Gross earnings from operation per mile of road.....		320 88
Gross earnings from operation per train mile		86.138
Operating expenses, proportional on basis of miles of road		59,416 61

[C. & N. W. RY. CO.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

CONTINUED.

Item.	Column for Ton- age, Number Pas- sengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger and freight--Continued.		
Operating expenses per mile of road		\$ 4,160 83
Operating expenses per train mile		4 69 32½
Income from operat'n, Pro, Exps. in excess of actual earn's		54,841 60
Deficit from operation per mile of road		3,840 45
Train mileage—		
Miles run by passenger trains	6,040	
Miles run by freight trains	6,620	
Miles run by mixed trains		
Total mileage trains earning revenue	12,660	
Miles run by switching trains	820	
Miles run by construction and other trains	420	
Grand total train mileage	13,900	
Mileage of loaded freight cars—north or east	13,838	
Mileage of loaded freight cars—south or west	15,821	
Mileage of empty freight cars—north or east	6,924	
Mileage of empty freight cars—south or west	6,271	
Average number of freight cars in train	6.49	
Average number of loaded cars in train	4.50	
Average number of empty cars in train	1.99	
Average number of tons of freight in train	5.67	
Average number of tons of freight in each loaded car	1.26	

[C. & N. W. RY. CO.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—
ENTIRE LINE.

Item.	Column for Ton- nage, Number Pas- sengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue	15,278,653	\$
Number of passengers carried one mile	363,592,020	.....
Number of passengers carried one mile per mile of road	72,273	.....
Average distance carried	23.797	.....
Total passenger revenue		7,505,829 24
Average amount received from each passenger		49.126
Average receipts per passenger per mile		02.064
Total passenger earnings		9,096,617 89
Passenger earnings per mile of road		1,908 19
Passenger earnings per train mile		93.318
Freight traffic—		
Number of tons carried of freight earning revenue	17,274,779	.....
Number of tons carried one mile	2,425,597,817	.....
Number of tons carried one mile per mile of road	482,151	.....
Average distance haul of one ton	140	.....
Total freight revenue		24,748,688 82
Average amount received for each ton of freight		1 43.265
Average receipts per ton per mile		01.020
Total freight earnings		24,778,452 06
Freight earnings per mile of road		4,924 38
Freight earnings per train mile		1 45.241
Passenger and freight—		
Passenger and freight revenue		32,254,518 06
Passenger and freight revenue per mile of road		6.411 43
Passenger and freight earnings		33,870,069 95
Passenger and freight earnings per mile of road		6,782 57
Gross earnings from operation		33,997,621 24
Gross earnings from operation per mile of road		6,757 92
Gross earnings from operation per train mile		1 26.834
Operating expenses		20,982,203 79

[C. & N. W. RY. CO.]

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—
ENTIRE LINE.—CONTINUED.

Item.	Column for Ton- nage, Number Pas- sengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger and freight—Continued.		
Operating expenses per mile of road.....		\$ 4,160 83
Operating expenses per train mile.....		78.091
Income from operation		13,065,417 45
Income from operation per mile of road.....		2,597 10
Train mileage—		
Miles run by passenger trains.....	9,523,858	
Miles run by freight trains	16,384,370	
Miles run by mixed trains.....	896,577	
Total mileage trains earning revenue	26,804,795	
Miles run by switching trains.....	7,088,481	
Miles run by construction and other trains.....	905,455	
Grand total train mileage.....	34,798,681	
Mileage of loaded freight cars—north or east.....	107,551,257	
Mileage of loaded freight cars—south or west	122,995,289	
Mileage of empty freight cars—north or east.....	57,664,131	
Mileage of empty freight cars—south or west	43,129,026	
Average number of freight cars in train.....	19.17	
Average number of loaded cars in train	13.34	
Average number of empty cars in train.....	5.88	
Average number of tons of freight in train.....	140.36	
Average number of tons of freight in each loaded car...	10.52	

[C. & N. W. RY. CO.]

FREIGHT TRAFFIC MOVEMENT.

STATE OF NORTH DAKOTA.

[Company's Material Excluded.]

Commodity.	Freight Originating on This Road.	Freight Re- ceived from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
	Whole tons	Whole tons	Whole tons	Per Cent.
Products of agriculture—				
Grain	1,738	.....	1,788	36.22
Hay	30	.....	30	.63
Fruit and vegetables.....	148	12	160	3.33
Products of animals—				
Live stock.....	295	21	316	6.58
Other packing house products.....	1	.....	1	.02
Wool.....	3	.....	3	.06
Products of mines—				
Bituminous coal.....	.....	45	45	.94
Products of forest—				
Lumber	436	1,710	2,146	44.72
Manufactures—				
Castings and machinery.....	22	.....	22	.46
Household goods and furniture.....	127	22	149	3.10
Merchandise.....	92	70	162	3.38
Miscellaneous—				
Other commodities not mentioned above.....	12	15	27	.56
Total tonnage—North Dakota.....	2,904	1,895	4,799	100.00
Total tonnage—entire line.....	14,910,795	2,963,984	17,274,779	.....

[C. & N. W. RY. CO.]

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased—						
Passenger		217	217	Westinghouse. ..		
Freight.....		597	598	Westinghouse...		
Switching		196	191	Westinghouse ...		
Total locomotives in service		1,010	1,001			
Less locomotives leased						
Total locomotives owned		1,010	1,001	Westinghouse ...		
Cars—owned and leased—						
In passenger service—						
First-class		505	505	Westinghouse ...	505	Miller
Second-class cars		44	44	Westinghouse ...	44	Miller
Combination cars.....	4	82	82	Westinghouse....	82	Miller
Emigrant cars						
Dining cars.....		9	9	Westinghouse ...	9	Miller

[C. & N. W. RY. CO.]
DESCRIPTION OF EQUIPMENT.—CONTINUED.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Parlor cars.....	.....	22	22	Westinghouse....	22	.....Miller
Sleeping cars.....	.....	185	185	Westinghouse....	172	.....Miller
Baggage, express and postal cars.....	5				13	.....Chicago
Other cars in passenger service.....	* 39					
Total.....	* 30	847	847		847	
In freight service—						
Box cars.....	400	19,621	10,236	Westinghouse....	{ 287	.....Janney
Flat cars.....	.....	3,645	1,332	Westinghouse....	{ 10,978	.....Chicago
Stock cars.....	.....	2,881	1,806	Westinghouse....	1,268	.....Chicago
Coal cars.....	.....	3,270	1,355	Westinghouse....	1,949	.....Chicago
Tank cars.....	.....				1,015	.....Chicago
Refrigerator cars.....	150	618	635	Westinghouse....	639	.....Chicago
Other cars in freight service.....	* 761	4,392	4,392	Westinghouse....	{ 2,525	.....Chicago
					{ 846	.....Janney
					{ 21	.....Miller
Total.....	* 211	31,437	19,816	Westinghouse....	20,173	

* Decrease.

[C. & N. W. RY. CO.]
DESCRIPTION OF EQUIPMENT.—CONTINUED.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
In company's service—						
Officers' and pay cars.....	* 2	6	6	Westinghouse....	6	.....Miller
Gravel cars.....	* 84					
Derrick cars.....		36	6	Westinghouse....		
Caboose cars.....		546	150	Westinghouse....	9	.....Chicago
Other road cars.....		36				
Rotary Steam Snow Plows.....		3				
Total	* 86	627	162		15	
Total cars in service.....	* 327	5,911	20,825		21,035	
Total cars owned.....	* 327	35,911	20,825		21,035	

* Decrease.

EXPLANATORY REMARKS.

LOCOMOTIVES.

Eight locomotives last year in passenger service are this year assigned—3 to freight and 5 to switching service.

OTHER CARS IN PASSENGER SERVICE.

Thirty-nine milk cars, heretofore included in this item, are this year transferred and included in "other cars in freight service."

OTHER CARS IN FREIGHT SERVICE.

During the year 401 large standard ore cars were substituted for 1,203 smaller ore cars.	
The carrying capacity of the new cars equalling that of the old, but reducing actual number of cars.....	802
Thirty-nine milk cars, heretofore shown under "passenger service," were this year transferred to this item and new milk cars were added.....	41
Net decrease.....	761

OFFICERS' AND PAY CARS.

Two pay cars were rebuilt as combination cars.

GRAVEL CARS.

Eighty-four cars of this class were broken up and dropped from the equipment.

[C. & N. W. RY. CO.]

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	1,927.39	1,854.90	1,199.47	60.02	.....	.....	5,030.78	.....	288.11	4,732.67
Miles of second track.....	315.21	20.95	.....	.....	5.12	.....	396.28	2.50	.....	398.28
Miles of yard track and sidings,	1,343.09*	.....	164.02	8.73	.....	6.35	1,623.09	60.57	960.46	1,256.28
Total mileage operated (all tracks).....	3,486.59	1,884.85	1,352.49	68.75	51.12	6.35	7,050.15	63.07	658.57	6,385.23

* Includes yard track and sidings on branches and spurs represented by capital stock.

[C. & N. W. RY. CO.]

MILEAGE—CONTINUED.

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Lease.	Total Mileage Operated.	Rails.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Illinois.....	400.21	188.78	.....	.....	588.97	.....	588.97
Wisconsin.....	953.85	549.69	18.06	60.02	1,579.62	38.69	1,540.93
Michigan.....	220.08	301.11	.....	.....	521.19	46.40	474.79
Iowa.....	353.12	810.00	.....	.....	1,163.12	72.32	1,090.80
Minnesota.....	.13	.34	414.00	.....	414.47	18.71	395.76
South Dakota.....	.....	.....	744.13	.....	744.13	121.99	622.14
North Dakota.....	.....	.....	14.28	.....	14.28	.....	14.28
Total mileage operated (single track.)	1,927.39	1,854.90	1,188.47	60.02	5,030.78	288.11	4,732.67

[C. & N. W. RY. CO.]

MILEAGE—CONTINUED.

C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES. (SINGLE TRACK)

State or Territory.	Line Represented by Capital Stock.		Total Mileage Owned.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Illinois.....	400.21	183.76	583.97	.....	.....	583.97
Wisconsin.....	963.35	549.69	1,503.54	.....	37.44	1,466.10
Michigan.....	220.06	301.11	521.19	.....	46.40	474.79
Iowa.....	353.12	810.00	1,163.12	.....	72.82	1,090.80
Minnesota.....	.13	.34	.47	.....	.....	.47
Total mileage owned (single track)	1,927.89	1,854.90	3,782.29	.....	156.16	3,626.13

[C. & N. W. RY. CO.]

MILEAGE.—STATE OF NORTH DAKOTA.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Total Mileage Operated.	New Line Constructed During Year.	Rails.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Miles of single track.....	14.28	14.28	.....	.....	14.28
Miles of yard track and sidings.....	1.00	1.00	.50	1.00	.....
Total Mileage operated (all tracks)	15.28	15.28	.50	1.00	14.28

[C. & N. W. RY. CO.]

RENEWALS OF RAILS AND TIES—STATE OF NORTH DAKOTA.

New Rails Laid During Year.				New Ties Laid During Year.		
Kind.	Tons.	Weight Per Yard.	Average Price Per Ton at Distributing Point.	Kind.	Number.	Average Price at Distributing Point.
Steel	Oak	284	.59
				Other Ties	762	.24
Total steel	Total	1,046	.34

[C. & N. W. RY. CO.]
CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives,	Coal--Tons.		Wood--Cords.		Total Fuel Consumed--Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	187	.....	4	189	6,300	60.00
Freight	107	.....	2	108	3,020	71.52
Switching	13	.....	.....	13	498	82.21
Construction	7	.....	.....	7	256	54.69
Total	314	.....	6	317	10,073	62.98
Average cost at distributing point.....	\$ 1 61.3	.....	\$ 2 82.3	.....	.....	.....

[C. & N. W. RY. CO.]
CHARACTERISTICS OF ROAD.
STATE OF NORTH DAKOTA.

Working Divisions or Branches.			Alignment.		Profile.							
From	To	Miles.	No. of Curves.	Aggregate Length of Curved Line—Miles.	Length of Straight Line—Miles.	Ascending Grades.			Descending Grades.			
						No.	Sum of Ascent — Feet.	Aggregate Length of Ascending Grades—Miles.	No.	Sum of Descents —Feet.	Aggregate Length of Descending Grades—Miles.	
James Valley Jct..	Oakes	14.28	3	.81	13.47	6.08	11	43.0	4.53	10	29.1	3.67
	Total	14.23	3	.81	13.47	6.08	11	43.0	4.53	10	29.1	3.67

[C. & N. W. RY. CO.]

CHARACTERISTICS OF ROAD.-STATE OF NORTH DAKOTA.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Trestles.....	7	286	....	14	....	93	....
Total.....	7	286	....	16	....	93	....

Gauge of track, 4 feet, 8½ inches; 14.28 miles.

TELEGRAPH.

• (B. Owned by Another Company but located on property of Road Making This Report.)

Miles of Line.	Miles of Wire.	Name of Company.	Name of Operating Company.
15.90	19.50	Western Union Tel. Co..	Western Union Tel. Co. and by C. & N. W. Ry. Co. for company's business only.....

[C. & N. W. RY. CO.]

CAR MILEAGE.

PAID OR ALLOWED FOR ROLLING STOCK NOT THE PROPERTY OF RAILROADS NOR CONSIGNED FOR USE BY LEASE.

Cars Used.		Compensation.	
Name of Owner.	Description.	Rate.	Amount.
Abernathy Furniture company, Kansas City, Mo.....	Furniture.....	3-5 c.....	\$ 7 04
American Cotton Oil company, Chicago, Ill.....	Tank.....	¼ c.....	4 89
American Refrigerator Transportation company, St. Louis, Mo.....	Refrigerator.....	¾ c.....	741 31
American tank line, Cleveland, Ohio.....	Tank.....	¾ c.....	490 52
Anglo-American Provision company, Chicago, Ill.....	Refrigerator.....	Refrig. 1c., Tank ¾ c.....	1,093 11
Armour car lines, Chicago, Ill.....	Various.....	Box 3-5 c., Tank ¾ c..... Dressed beef 1 c., low gr. beef ¾ c.....	32,910 70
Arms Palace Horse Car company, Chicago, Ill.....	Horse.....	3-5 c.....	324 99
Atlanta Stone, Coal and Lumber Line, Atlanta, Ga.....	Flat and coal.....	3-5 c.....	1 41
Ames Coal Transportation company, Minonk, Ill.....	Coal.....	3-5 c.....	20 15
American Cereal company dispatch, Chicago, Ill.....	Box.....	3-5 c.....	612 87
Archer & Company, Minneapolis Minn.....	Tank.....	¾ c.....	7 02
American Live Stock Transportation company, Chicago, Ill.....	Stock.....	3-5 c.....	26 53
American Asphalt company, Columbus, Ohio.....	Tank.....	¾ c.....	2 45
Arctic Oil Works, San Francisco, California.....	Tank.....	¾ c.....	89 84
Barrett & Barrett, Chicago, Ill.....	Box.....	3-5 c.....	731 18

[C. & N. W. RY. CO.]

CAR MILEAGE.—CONTINUED.

PAID OR ALLOWED FOR ROLLING STOCK NOT THE PROPERTY OF RAILROADS NOR CONSIGNED FOR USE BY LEASE.

Cars Used.		Compensation.	
Name of Owner.	Description.	Rate.	Amount.
Boyd & Lunham Provision Expr., Chicago, Ill.....	Refrigerator.....	1 c.....	\$ 35 27
Britton, D. W., Green Bay, Wisconsin.....	Box	3-5 c.....	46 98
Burton Stock Car company, Boston, Mass.....	Horse and stock	3-5 c.....	463 89
Brill, J. G., Philadelphia, Pa.....	Flat	3-5 c.....	9 18
Briggs Manufacturing company, Edgerton, Ohio	Box	3-5 c.....	5 69
Bay Terminal railroad (Sun Oil Line), Toledo, Ohio.....	Tank	¾ c.....	184 50
California Fruit Transportation company, Chicago, Ill.....	Fruit	1 c.....	4,778 82
Canada Cattle Car company, Chicago, Ill	Stock	3-5 c.....	4,104 34
Cedar Rapids Refrigerator Express, Cedar Rapids, Iowa.....	Refrigerator	1 c.....	2,049 87
Central Equipment company, Terre Haute, Ind	Box	3-5 c.....	50 27
Chappell Chemical company, Chicago, Ill.....	Tank	¾ c.....	128 18
Chicago Refrigerator Car Line, Chicago, Ill	Refrigerator.....	¾ c.....	745 18
Cold Blast Transportation company, Kansas City, Mo.....	Refrigerator	1 c.....	29 24
Commerce Dispatch Line, Indianapolis, Ind.....	Box.....	3-5 c	180 66
Continental Fruit Express company, Chicago, Ill.....	Refrigerator.....	1 c.....	4,225 02
Cottolene Refrigerator Line, Chicago, Ill	Refrigerator.....	¾ c.....	34 22

C. & N. W. RY. CO.]

CAR MILEAGE.—CONTINUED.

PAID OR ALLOWED FOR ROLLING STOCK NOT THE PROPERTY OF RAILROADS NOR CONSIGNED FOR USE BY LEASE.

Cars Used.		Compensation.	
Name of Owner.	Description.	Rate.	Amount.
Craig Oil company, Toledo, O.	Tank	$\frac{3}{4}$ c.....	\$ 61 72
Crescent Cotton Oil company, Memphis, Tenn.....	Tank.....	$\frac{3}{4}$ c.....	26 47
Crescent Oil company, Cleveland, O.	Tank.....	$\frac{3}{4}$ c.....	75
Crocker Chair company, Chicago, Ill.....	Box.. ..	3-5 c.....	470 93
Crystal Oil Refining company, Cleveland, O.....	Tank.....	$\frac{3}{4}$ c.....	34 08
Cudahy Milwaukee Refrigerator Line, Milwaukee, Wis.....	Refrig. and stock....	Refrig. 1 c., stock 3-5 c..	4,749 92
Cudahy Refrigerator Line, South Omaha, Neb.....	Refrig. and tank....	Refrig. 1 c., tank $\frac{3}{4}$ c....	21,466 68
Cupples S. Wooden Ware company, St. Louis, Mo.....	Box.....	3-5 c.....	6 06
Creamery Package Manufacturing company, Chicago, Ill.....	Box.....	3-5 c.....	4 57
Consolidated Cattle Car company, Chicago, Ill.....	Stock.....	3 5 c.....	106 45
Chicago Car and Coal company, Columbus, O.....	Coal.....	3-5 c.....	73
Corplanter Refining company, Cleveland, O.....	Tank.....	$\frac{3}{4}$ c.....	8 73
Climax Tank Line, Titusville, Pa.....	Tank.....	$\frac{3}{4}$ c.....	75
Cole Oat-Meal company, Kansas City, Mo.....	Box	3-5 c.....	3 60
Dold Jacob Packing company, Kansas City, Mo.....	Refrigerator.....	1 c.....	359 94
Empire Line, Philadelphia, Pa.....	Box and refrig.....	Box 3-5 c., refrig. $\frac{3}{4}$ c....	436 30

[C. & N. W. RY. CO.]

CAR MILEAGE—CONTINUED.

PAID OR ALLOWED FOR ROLLING STOCK NOT THE PROPERTY OF RAILROADS NOR CONIGNED FOR USE BY LEASE.

Cars Used.		Compensation.	
Name of Owner.	Description.	Rate.	Amount.
Empire Oil Works, Oil City, Pa.....	Tank.....	$\frac{3}{4}$ c.....	\$ 30 40
Ensign Manufacturing company, Huntington, W. Va.....	Flat.....	3-5 c.....	4 59
Eaton & Mortland, Edgerton, O.....	Box.....	3-5 c.....	8 13
Frazer Lubricator company, Chicago, Ill.....	Box.....	3-5 c.....	106 49
Farrell Car Line, Omaha, Neb.....	Tank.....	$\frac{3}{4}$ c.....	66 35
Globe Refining company, Louisville, Ky.....	Tank.....	$\frac{3}{4}$ c.....	66 63
Goodell Refrigerator Car company, Chicago, Ill.....	Refrigerator.....	1 c.....	786 97
Green Line, Oil City, Pa.....	Tank.....	$\frac{3}{4}$ c.....	98 81
Grossman Palace Horse Car company, Chicago, Ill.....	Horse.....	3-5 c.....	23
Hammond Refrigerator Line, Hammond, Ind.....	Refrig. and box.....	Refrig. 1c., box 3-5.....	584 06
Havens C. E., Omaha, Neb.....	Coal.....	3-5 c.....	210 72
Hodgman G. B. Manufacturing company, Sandusky, O.....	Box.....	3-5 c.....	98 77
Hieum F. Brewing company, Kansas City, Mo.....	Refrigerator.....	$\frac{3}{4}$ c.....	1 26
International Fruit Dealers' Despatch, Chicago, Ill.....	Refrigerator.....	1 c.....	41 59
J. E. R. Furniture Line, Atlanta, Ga.....	Box.....	3-5 c.....	23 10
Inter-State Ventilated Refrigerator Car Line, Chicago, Ill.....	Refrigerator.....	1 c.....	6 69

[C. & N. W. RY. CO.]

CAR MILEAGE—CONTINUED.

PAID OR ALLOWED FOR ROLLING STOCK NOT THE PROPERTY OF RAILROADS NOR CONSIGNED FOR USE BY LEASE.

Cars Used.		Compensation.	
Name of Owner.	Description.	Rate.	Amount.
Kansas City Dressed Beef Line, Kansas City, Mo.....	Refrig. and box.....	Refrig. 1 c., box 3-5 c....	\$ 677 98
Kansas Manufacturing Dispatch, Hutchinson, Kas.....	Box	3-5 c.....	2 04
Kentucky Refining company, Louisville, Ky.....	Tank.....	$\frac{3}{4}$ c.....	130 00
Keystone Palace Horse Car company, Chicago, Ill.....	Horse.....	3-5 c.....	131 66
Krug F. Brewing company, Omaha, Neb	Refrigerator.....	$\frac{3}{4}$ c.....	19 42
Kingan Refrigerator Line, Indianapolis, Ind	Refrigerator.....	$\frac{3}{4}$ c., after Dec. 1, '95 1 c.	78 29
Kansas City Refrigerator Car Line, Kansas City, Mo	Refrigerator.....	$\frac{3}{4}$ c.....	11 02
Libby, McNeill & Libby, Chicago, Ill.....	Refrigerator.....	1 c.	22 82
Lipton Refrigerator Line, Chicago, Ill.....	Refrigerator.....	1 c.	17 41
Live Poultry Transportation company, Chicago, Ill.....	Poultry.....	3-5 c.....	438 66
Laurel Hill Car and Coal company, Chicago, Ill.....	Coal.....	3-5 c.....	303 54
Lewis Tar Tank Line, Omaha, Neb.....	Tank.....	$\frac{3}{4}$ c.....	4 62
Manhattan Oil company, Lima, O.....	Tank.....	$\frac{3}{4}$ c.....	27 52
Mann Bros., Chicago, Ill.....	Box	3-5 c.....	2,200 16
Mather Stock company, Chicago, Ill.....	Stock	3-5 c.....	79 43
Mattson Manufacturing company, Chicago, Ill.....	Box	3-5 c.....	762 53

[O. & N. W. RY. CO.]

CAR MILEAGE—CONTINUED.

PAID OR ALLOWED FOR ROLLING STOCK NOT THE PROPERTY OF RAILROADS NOR CONIGNED FOR USE BY LEASE.

Cars Used.		Compensation.	
Name of Owner.	Description.	Rate.	Amount.
Matthiesen & Heckler Zinc company, La Salle, Ill.	Tank.....	$\frac{3}{4}$ c.....	\$ 79 35
Menasha Wooden Ware company, Chicago, Ill.	Box.....	3-5 c.....	2,705 63
Merchants Despatch Transportation company, New York, N. Y.	Refrig. and box.....	Refrig. $\frac{3}{4}$ c., box 3-5 c.....	8,849 85
Michigan Ammonia Works, Detroit, Mich.	Tank.....	$\frac{3}{4}$ c.....	7 53
Morris Refrigerator Line, Chicago, Ill.	Refrig. and box.....	Refrig. 1 c., box 3-5 c.....	3,128 27
Missouri Car and Foundry company, St. Louis, Mo.	Refrigerator.....	Refrigerator $\frac{3}{4}$ c.....	14 85
National Linseed Oil company, Chicago, Ill.	Tank.....	$\frac{3}{4}$ c.....	488 09
National Oil company, Titusville, Pa.	Tank.....	$\frac{3}{4}$ c.....	7 91
National Rolling Stock company, St. Louis, Mo.	Box.....	3-5 c.....	76 54
New England Car company, Boston, Mass.	Stock.....	3-5 c.....	46 75
New York Despatch Refrigerator Line, Boston, Mass.	Refrigerator.....	$\frac{3}{4}$ c.....	1,108 97
North and South Rolling Stock company, St. Louis, Mo.	Box.....	3-5 c.....	39
Omaha Packing company, South Omaha, Neb.	Refrig. and tank.....	Refrig. 1 c., tank $\frac{3}{4}$ c.....	2,661 37
Overland Fruit Despatch, Topeka, Kas.	Refrigerator.....	$\frac{3}{4}$ c.....	34 21
Peoria and Hutchinson Cooper company, Peoria, Ill.	Box.....	3-5 c.....	1 02
Pabst Refrigerator Line, Milwaukee, Wis.	Refrigerator.....	1 c.....	2,510 00

[O. & N. W. RY. CO.]
CAR MILEAGE—CONTINUED.

PAID OR ALLOWED FOR ROLLING STOCK NOT THE PROPERTY OF RAILROADS NOR CONSIGNED FOR USE BY LEASE.

Cars Used.		Compensation.	
Name of Owner.	Description.	Rate.	Amount.
Paragon Refining company, Toledo, Ohio	Tank	¾ c.	\$ 114 28
Peavy Grain Line, Chicago, Ill.	Box	3-5 c.	87 28
Pearless Tank Line, Cleveland, Ohio	Tank	¾ c.	1 04
Penn. Refining company, Oil City, Pa.	Tank	¾ c.	8 57
Provision Dealers Dispatch, Chicago, Ill.	Refrig. and tank	Refrig. 1 c., tank ¾ c.	514 43
Producers Oil company, Warren, Pa.	Tank	¾ c.	8 52
Railway Car Association, Chicago, Ill.	Refrigerator	¾ c.	782 59
Ramage, S. Y., Cleveland, Ohio	Tank	¾ c.	5 37
Rend, W. P. & Co., Chicago, Ill.	Coal	3-5 c.	43 07
Richardson Bros. Manufacturing company, Sheyboygan, Falls, Wis.	Box	3-5 c.	17 11
Rock Falls Manufacturing company, Chicago, Ill.	Box	3-5 c.	204 53
Rumby, M., La Porte, Ind.	Box	3-5 c.	9 93
Shippers Refrigerator Car company, Chicago, Ill.	Refrigerator	¾ c.	96 63
St. Charles Car company, St. Louis, Mo.	Box	3-5 c.	279 49
St. Louis Refrigerator Car company, St. Louis, Mo.	Refrigerator	¾ c.	138 01
St. Paul Refrigerator Car company, South St. Paul, Minn.	Refrigerator	1 c.	980 19

[C. & N. W. RY. CO.]

CAR MILEAGE.—CONTINUED.

PAID OR ALLOWED FOR ROLLING STOCK NOT THE PROPERTY OF RAILROADS NOR CONSIGNED FOR USE BY LEASE.

Cars Used.		Compensation.	
Name of Owner.	Description.	Rate.	Amount.
Schoenhofen, P. Brewing company, Chicago, Ill.....	Refrigerator.....	$\frac{3}{4}$ c.....	\$ 576 81
Seipp, Conrad, Brewing company, Chicago, Ill.....	Refrigerator.....	$\frac{3}{4}$ c.....	801 85
Sheboygan chair company, Chicago, Ill.....	Box.....	3-5 c.....	243 50
Southern Dispatch Lumber Line, Louisville, Ky.....	Refrig. and box.....	Refrig. $\frac{3}{4}$ c., box 3-5 c....	88 09
Southern Freight Line, Atlanta, Ga.....	Box and flat.....	3-5 c.....	19 18
Southwest Millers Dispatch, Kansas City, Mo.....	Box.....	3-5 c.....	105 90
Southwest Refrigerator Dispatch, Kansas City, Mo.....	Refrigerator.....	$\frac{3}{4}$ c.....	43 02
Spring Valley Coal company, Spring Valley, Ill.....	Coal.....	3-5 c.....	148 41
Streets Stable Car Line, Chicago, Ill.....	Stock.....	3-5 c.....	26,847 70
Swifts Refrigerator Car Line, Chicago, Ill.....	Refrig. and box.....	Refrig. 1 c., box 3-5 c....	5,198 68
Smith, E. C, St. Albans, Vt.....	Stock.....	3-5 c.....	26 23
Santa Fe Fruit and Refrigerator Line, Topeka, Kansas.....	Refrigerator.....	$\frac{3}{4}$ c.....	5 53
Titusville Oil Works, Titusville, Pa.....	Tank.....	$\frac{3}{4}$ c.....	14 53
Union Refrigerator Transportation company, St. Louis, Mo.....	Refrig. and box.....	Refrig. 1 c., box 3-5 c....	29,905 28
Union Tank Line, New York, N. Y.....	Tank.....	$\frac{3}{4}$ c.....	17,151 46
Venia Transportation company, St. Louis, Mo.....	Flat.....	3-5 c.....	10 79

[C. & N. W. RY. CO.]

CAR MILEAGE—CONTINUED.

PAID OR ALLOWED FOR ROLLING STOCK NOT THE PROPERTY OF RAILROADS NOR CONSIGNED FOR USE BY LEASE.

Cars Used.		Compensation.	
Name of Owner.	Description.	Rate.	Amount.
Waverly Oil company, Pittsburg, Pa.	Tank.....	$\frac{3}{4}$ c.....	\$ 4 99
Weaver Coal company, Chicago, Ill.....	Coal.....	8-5 c.....	84 86
Western Rolling Stock and Equipment company, Chicago, Ill.....	Box.....	8-5 c.....	7 11
White Star Transportation company, Indianapolis, Ind.....	Refrigerator.....	1 c.....	807 87
Western Meat Refrigerator Express, Kansas City, Mo.....	Refrigerator.....	$\frac{3}{4}$ c., after May 31, '08, 1 c.....	188 58
Zenith Milling company, Kansas City, Mo.....	Box.....	8-5 c.....	25
Pullman Palace Sleeping Car company.....	Sleeping.....	.....	38,620 88
Wagner Palace Sleeping Car company.....	Sleeping.....	.....	42,440 40
Total.....	.....	.....	\$ 278,514 56

OATH.

STATE OF ILLINOIS,

COUNTY OF COOK.

} ss.

We, the undersigned, Marvin Hughitt, president, and J. B. Redfield, auditor of the Chicago and North Western Railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

MARVIN HUGHITT, President.

J. B. REDFIELD, Auditor.

Subscribed and sworn to before me this 10th day of September, 1896.

J. F. CLEVELAND,

Notary Public.

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